THE CHINA WEEKLY

REVIEW

Devoted to the Economic, Political and Social Development of China and Its Intercourse with Other Nations

How I Meet all the Great People

By Bruno Schwartz

How Efficiently The Job Was Accomplished!

Shanghai and Its Chinese Relations

By George W. Missemer

China Leads the World in "Stone" Libraries

By John C. B. Kwei

Giving Away Other People's Territory

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SATURDAY, MARCH 26, 1927

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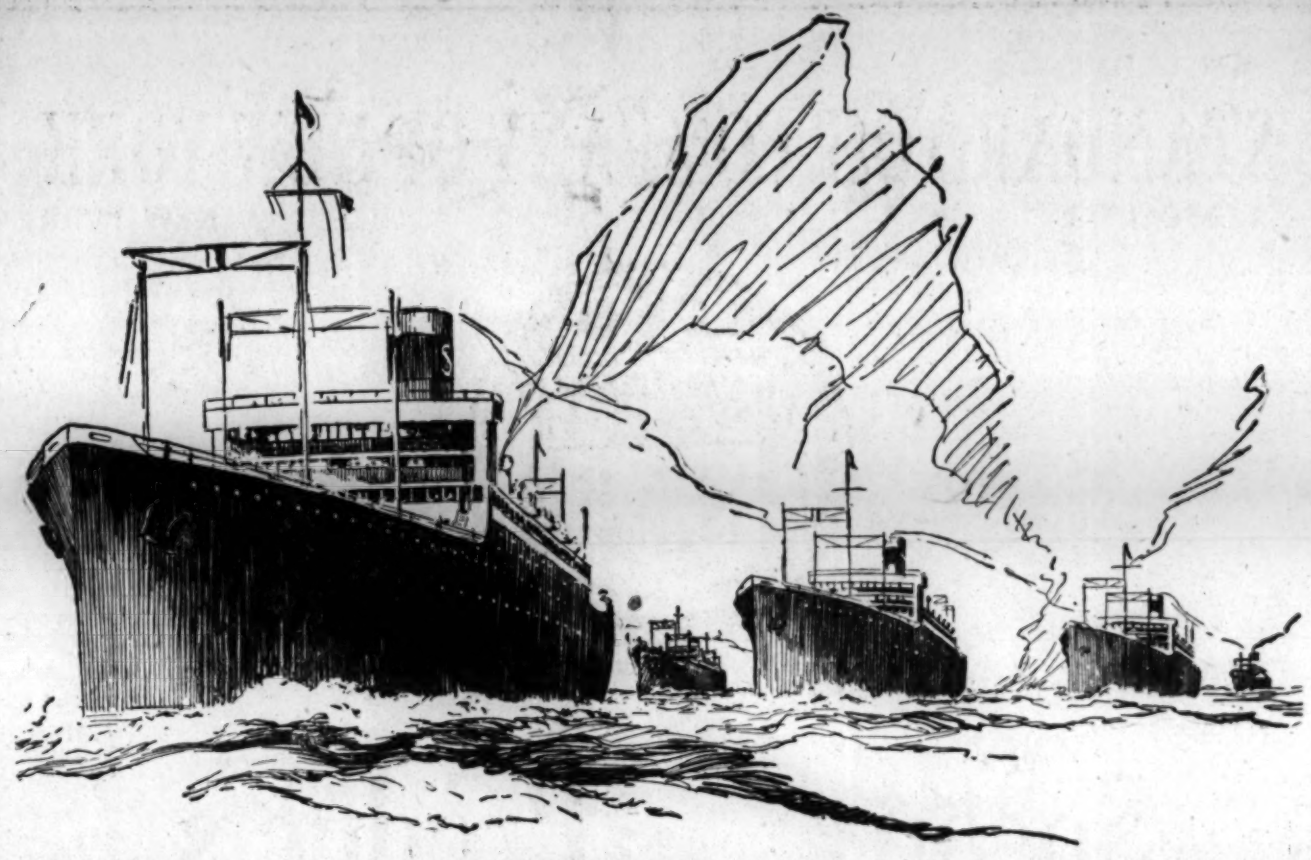

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Formerly Millard's Review

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HOW EFFICIENTLY THE JOB WAS ACCOMPLISHED!

A RESOLUTION was introduced in the House of Commons and ultimately passed after some debate on March 16 which, to quote *Reuters'* report, "congratulated the British Government upon its foresight and prompt action in taking steps to safeguard the lives of British subjects endangered by the civil war in China." The mover of the resolution, Sir Clive Morrison-Bell (Conservative) drew attention to the "remarkably efficient manner" in which the British Defense Force had been moved to Shanghai and to the East, etc. Reference is made to this resolution, obviously a party measure, owing to the use of the words, "remarkably efficient manner" for whether one agrees or not with the British action in bringing troops to China, there must be admiration for the remarkably efficient manner in which the job was accomplished. And in this connection it is also interesting to refer to the remarkably efficient manner in which the British forces on February 25 took up their positions on the "pre-arranged defense lines," much of which are outside of the Settlement on Chinese territory. However, prior to this there was a slight hitch in the proceedings which it is interesting to note for the benefit of the future historian of this phase of contact between East and West. For a considerable period prior to the arrival of the British forces, the authorities of the International Settlement had been engaged upon the construction of barracks for the reception of the British troops. One of these barracks was located in Jessfield Park, a piece of property owned by the Settlement but located a considerable distance outside of the boundaries of the International Settlement in Chinese territory. Very little attention was paid to this until a few days prior to the arrival of the British troops when it began to be rumored about town that some hitch in the proceedings had occurred and that it would be necessary to restrict the British troops to strictly British-owned property. Just what had occurred no one knew at that time, and so far as we are aware, knows today. But something did happen: whether it was the Japanese Government or the American Government, we do not know, but somebody must have called the attention of the local British authorities to the fact that the International Settlement of Shanghai is not *English*, but is *International*. Therefore when the first British troops arrived, the Indian Punjabis, from Hongkong, they were quartered at the Shanghai Race Course which is a British property. Then later on when the Suffolk Battallion arrived these men were quartered also at the Race Course and on the property of the Shanghai Waterworks; likewise a British-owned property. The more or less elaborate barracks which had been constructed at

Jessfield Park remained vacant and inquiry of the responsible officials of the International Settlement brought forth the rather non-committal or indefinite response that the Jessfield barracks were never intended for the British forces, but for, other foreign forces, which were expected to cooperate in the defense of Shanghai.

IN ORDER to complete the record it is necessary to explain that both the American and the Japanese had naval and marine forces at Shanghai at the time, but neither Government had authorized the landing of sailors or marines and were keeping them quartered on the gunboats in the Shanghai harbor. Hence the 'Defense Force' which had been brought to Shanghai was not 'international' but purely British for the British were the only troops ashore and they were quartered on strictly British-owned property. Now, for the rest of the record: During the latter part of February it became fairly well established that Marshal Sun Chuan-fang who had been friendly to the British interests here had been defeated in the fighting in Chekiang Province, the first definite evidence of which was provided when Sun's troops began to fall back on Sungkiang, about 20 miles southward of Shanghai. Also about this time it became known that Marshal Chang Tso-ling had decided to take a hand in the military affairs of the Lower Yangtsze and had dispatched his associate, Gen. Chang Chung-chang, tupan of Shantung Province to Shanghai to 'cooperate' with Marshal Sun Chuan-fang. Marshal Chang Tso-ling's decision to take this action was made rather suddenly following an important conference with Yang Yu-ting, chief-of-staff of the Ankuochun forces in Peking and there were rumors in circulation that certain Japanese interests had a hand in it. But regardless of the underlying motives, Chang Tso-ling gave the order to Chang Chung-chang to move his Chihli-Fengtien forces into the Lower Yangtsze Valley and within a remarkably brief space of time the Shantung troops began to arrive and take up positions on the environs of the International settlement, positions which had previously been occupied by Marshal Sun Chuan-fang. If we remember correctly, the Shantung troops arrived at the Shanghai North railway station in considerable numbers about February 24, and on February 25, the very next day, at about 8 o'clock in the morning, the order was given to the British troops to leave their barracks on British-owned property and to take up their new position "on the pre-arranged defense lines" including the barracks at Jessfield Park *outside the settlement*

IN THE *Municipal Gazette* for Friday, March 18 there appears an official request signed by S. Fessenden, chairman of the Shanghai Municipal Council and addressed to Mr. N. Aall, Chairman of the Consular Body asking "for assistance in the maintenance of peace and order within the limits of the Settlement and *in residence districts immediately adjacent thereto.*" The official request for assistance was as follows:

Council Chamber,
Shanghai, February 25, 1927.

Sir,—I have the honour to inform you that in view of the impending arrival in this neighbourhood of large bodies of Chinese troops belonging to the armies now engaged in civil war in this country, the Council considers that the menace to the Settlement is such as to justify an application to the Consuls-General concerned for assistance in the maintenance of peace and order within the limits of the Settlement and in residential districts immediately adjacent thereto.

I have the honour, accordingly, to confirm my verbal communication to you on this subject early this morning, and to request that you will be good enough to arrange for the forces to be made available which, it is understood, are being held in readiness for the purpose indicated.

I have the honour to be,
Sir
Your obedient servant,
S. Fessenden,
Chairman.

A careful perusal of the above letter, which was dated March 25, the same day the troops were moved out, shows that Mr. Fessenden refers to "*my verbal communication to you on this subject early this morning.*" Well, it must have been pretty early in the morning, for the troops were on the move as early as 8 o'clock and practically had settled themselves in their new positions by noon as the following account from the *Shanghai Times* for February 26 shows:

> "As first precautionary move against the menace of defeated Chinese troops which hangs over Shanghai, British troops approximately 2,000 in number, were ordered yesterday morning to take up positions in the pre-arranged defence line which rings the Foreign Settlement and the French Concession. The troops moved out and occupied the settlement line by noon, furnishing a strong barrier extending from Avenue Haig to Yangtszepoo, past Shanghai North Station where Marshal Chang Tsung-chang's troops are arriving. *Italian marines were also landed. The American, Japanese and French authorities have large forces here but although they did not land them yesterday they participate the scheme of Shanghai's defence.*"

THE ABOVE clipping is of special interest because it also illustrates another phase of the "remarkably efficient manner" in which the job was accomplished. In the first place it will be noticed that the "Italian Marines were also landed" which is significant because by landing the Italian Marines the Shanghai defense force technically became 'international' although the number of Italians which were landed at first did not number more than 50 in comparison with the British force of approximately 5,000. Neither the Americans, the Japanese, nor the French landed marines, hence they did not participate and *are not participating* in the defence of the Settlement, despite the statement in the *Times* article that they were participating in the scheme of Shanghai defense." In accordance with the official declarations of the American, Japanese and French Governments, the foreign naval and marine units of these three nations are here *only* for the protection of the lives and properties of their respective nationals. The distinction is of very great importance as future developments are likely to show for the occupation of Chinese territory outside the borders of the Settlement by the British troops is quite likely to have serious consequences when the Chinese get into a position to demand participation in the administration of the Settlement. All of the official utterances of Sir Austen Chamberlain and other responsible members of the British Government have been to the effect that the British forces were being sent to China purely for the purpose of protecting British lives and properties, hence the occupation of territory outside of the Settlement is likely to place the

British Government in a false position in respect to the Chinese and for this reason is likely to make the coming negotiations more difficult than they would otherwise have been. The responsibility for this action is not known, but obviously it was not done on the authority of the British Government at home which has been conciliatory in the extreme in its dealings with the Chinese. Likewise it could not have been done on the authority of Major General John Duncan, commander of the British forces at Shanghai, because the British troops were moved out "on the pre-arranged defense lines" the day before General Duncan arrived. It is sincerely to be hoped that certain local officials not directly responsible to the British Government, have not committed the British Government to a serious diplomatic blunder, but the evidence points in that direction!

GIVING AWAY OTHER PEOPLE'S TERRITORY

IN A DEBATE in the House of Commons on March 14 pertaining to the naval appropriation estimates, one of the Conservative Party members, Mr. Bellairs by name, *suggested that Japan might be given an expansion of territory if she agreed to disarm.* The full message as transmitted by *Reuters* follows:

> London, Mar. 14.—In the debate on the naval estimates in the House of Commons today Mr. Ammon (Labor) pleaded for a naval holiday. He described the "reorientation of the (British) Navy in Eastern waters" as a danger to world peace.
>
> Commander Kenworthy (Labor) suggested that at the forthcoming disarmament conference the three principal naval Powers should enter into a convention of mutual assistance in the event of unprovoked aggression. Japan, he said, might agree to safeguard the British searoute in the Pacific while Britain safeguards Japan's trade route in the Mediterranean. Similarly America might safeguard the British trade routes in the West Atlantic, while Britain guaranteed the Mediterranean.
>
> Mr. Bellairs (Conservative) suggested that Japan might be given an expansion of territory if she agreed to disarm.

IN VIEW of the fact that there are only three countries, outside of Great Britain, which might have territory available for this "giving away" process, Mr, Bellairs' suggestion brings up many interesting possibilities. Surely Mr. Bellairs was not hinting that Japan might be given The Philippines or California: obviously not! Then that leaves two other possibilities, China and Russia, and in view of the fact that Mr. Bellairs is a menber of the present governing party in England, his suggestion cannot be attributed to idle conversation. Undoubtedly there is much more to the proposals for the forthcoming disarmament conference than the mere limitation of fleets, size and elevation of guns, and so on. A careful perusal of the *Reuters* message quoted above provides further grounds for speculation for Commander Kenworthy, Labor member, also made an interesting suggestion to the general effect that "Japan might agree to safeguard the British searoute in the Pacific, in exchange for which Britain would safeguard Japan's trade route in the Mediterranean." Furthermore he also suggested that America might guard Britain's trade route in the West Atlantic in exchange for which Britain would guarantee America's trade route in the Mediterranean. In other words, Commander Kenworthy would put the American fleet in the Atlantic, the British fleet in the Mediterranean and the Pacific would be turned into a Japanese lake. This may look nice on paper, but we imagine it would be difficult to induce many Americans that their fleet should be removed from the Pacific, especially the Americans who have interests in this part of the world. On the other hand we also imagine it would be more or less difficult to convince the Chinese and Russians that they should be compelled to grant territory to Japan in order to induce Japan to disarm to the satisfaction of Great Britain. Then there are also French and Italian interests to consider. Neither France nor Italy have agreed as yet to participate in the forthcoming armament conference and their failure to accept can only be interpreted in the light that they are not entirely satisfied as to what they might get out of it.

THESE ARMAMENT conferences are always interesting affairs because so much always goes on behind the surface that does not appear in the public prints. These conferences always offer wonderful opportunities for skillful men with pencils in their hands to re-make the maps of the world and quite often they forget whose territory they are marking up. It has been suggested previously in these columns of *The Review* that almost anything is likely to come out of the present 'blow-up' in China. Undoubtedly the Japanese have not taken kindly to the large concentration of British warcraft and military units in Japan's 'back-yard' so to speak. One of the Labor members of Parliament, Mr. Ammon, called attention to this in the message reproduced in the foregoing by describing the "reorientation of the British Navy in Eastern waters" as a danger to world peace. There can be no questioning the accuracy of this situation for Japan has shown her displeasure unmistakably in the tone of her press and in her activities in China recently. However, there is little liklihood that Japan and Britain will fight just yet, but despite this there is nothing to prevent certain other Powers from fixing the cards in such a way that Japan might be forced to fight somebody else, or to take another viewpoint, an attempt might be made to salve Japan's ruffled feelings by offering her the bait of somebody else's territory. British commercial, financial and other interests in the Far East have been going down for a considerable period of time and Japan has been the principal gainer. Now the British are beginning to realize the trend and they seek to stop the process, their policy being a mixture of altruism and toryism, hoping in this way to force Japan into another compromise agreement, possibly not another Anglo-Japanese Alliance, but something along that line. The whole thing is of vital interest to the United States—and also to China and Russia—hence it behooves everybody to keep their eyes open!

HOW THE FRENCH HAVE MET THE SITUATION!

THE FRENCH Concession at Shanghai was created by treaty enactment in 1848. In 1867 or nineteen years later, provision was made for a form of Chinese representation on the municipal council, for Article 5 of the Municipal Regulations promulgated in 1868 providing that "one or several reputable Chinese are to be designated by the Consul General, with the consent of the local Taotai, or Chinese official." In 1860 the English, or 'International' Settlement made a proposal to the French

authorities for an amalgamation of the two areas and Paris agreed to the proposal, but before the final details could be agreed upon, a hitch occurred at Shanghai due to the refusal of the British Admiral to extend protection to the French area in connection with some disturbance which arose in consequence of the Taiping Rebellion. The French therefore refused to come into the 'International Settlement' and have maintained their own concession intact since that time. While the French have always had some form of nominal Chinese representation on the council of their Concession in Shanghai almost from the beginning, it was not until 1914 that the thing was made definite. At that time the Chinese agreed to the French proposal for extending the borders of their Concession to include areas already traversed by municipal roads and in consequence of this the French authorities adopted a provision definitely establishing the right of the Chinese to two seats on the Municipal Council. In addition to this the French Consul-General was given the right to add other Chinese members as he saw fit and in accordance with the needs of the situation. Where up to 1914 the Chinese representatives did not have full powers with the foreign members of the Council, after 1914 the Chinese members were granted full powers with the foreigners.

ON JANUARY 15 of this year the French Consul-General made still another readjustment by adding another Chinese member to the Council thus making three Chinese, the make-up of the Council thus becoming seven French, four foreigners (non-French) and three Chinese. In making these readjustments the French have always kept in mind the matter of maintaining an equal number of French as compared with the non-French members. Recently following the Hankow troubles, the French Consul-General, in accordance with power which has been vested with him by the French Government promulgated a new regulation which had the effect of dissolving the old Council and establishing a provisional commission to administer the Concession. This new commission is understood to contain nine French, four foreigners (non-French) and five Chinese. The essential difference between the administration of the French Concession and that of the International Settlement rests in the fact that supreme power in the French Concession rests with the French Consul-General who has power to make readjustments as needed without waste of time or red-tape. Recently there was a dispatch from Paris stating that still further powers had been granted the French Consul-General, if further readjustments are yet needed to meet the rapidly changing Chinese situation.

WHILE THESE arrangements undoubtedly appear autocratic from the standpoint of American or Briton, it must be admitted that from a practical standpoint the French have succeeded better in getting on with the Chinese than have the British in the International Settlement at Shanghai. And aside from the matter of making readjustments to meet a changing situation, the French have always gotten on better with the Chinese from a personal standpoint, the French apparently being entirely devoid of the unfortunate racial prejudice or feeling of superiority which is the besetting sin of the average Englishman, but which for some reason does not seem to afflict the Americans, Canadians or Australians, although they largely come of the same stock. Now that the Nationalist military forces are in control of the Chinese areas about Shanghai it is impossible to know what the future has in store for the French and International areas, but it is possible that the governments of the two foreign areas and the neighboring Chinese administered areas may be amalgamated under some form of super-government which would leave the various areas in enjoyment of their autonomy, but which would have supreme power vested in the Powers concerned and the Chinese authorities. It is known that some such arrangement has already been suggested as a result of the deliberations following the May 30 troubles of 1925, but the stumbling block has always been the vested interests here which have opposed any readjustment, even in the face of the desires of the Powers to readjust their relations with China generally. It has frequently been stated in these columns that the Powers will not permit much longer the vested foreign interests in Shanghai to continue to disrupt the generally friendly relations which should exist between China and the Western Powers. The problem of course is to make the readjustments as painlessly as possible for all parties concerned, hence the suggestion for the formation for a super-government directly responsible to the Powers and China which would gradually break down the vested interests and ultimately assume full control of the areas here, until the day for complete Chinese control arrives.

The Emancipation of Women at Hankow

The following interesting account of one phase of the movement to emancipate Chinese women under the Nationalist, appeared in the Hankow Herald on March 9:

Local women laborers spent a day of parades and mass meetings yesterday observing "March 8th", proclaimed "Women's Day" by the International Women's Conference which was held at Copenhagen on March 8th, 1901.

Inspired by the spirit of revolution, practically all factory and household women workers quit work and marched in the muddy streets of the Chinese City as well as the Concessions, singing slogans and distributing pamphlets. All amahs, mill and factory workers were out under orders from their respective Unions. Some of the parades were so long that it took two hours for them to pass one point. Public lectures were conducted by women leaders of the Kuomintang, who stressed, in all cases, the necessity of Chinese women uniting to support the Revolution and the movement for their emancipation.

Sing-Song Girls Seek "Emancipation"

Local sing-song girls are not behind their sisters in keeping up with the times. Although they have not definitely formed a Union, they are taking concerted action to demand the abolition of the various taxes which have been imposed upon them. In one of the circulars they put out, a description is made of the deplorable conditions under which they live, together with an appeal for the abolition of taxes which they claim to be ruining their business.

Under the heavy shower on Monday afternoon, a number of sing-song girls dressed in their best, and supported by their amahs, staged a parade and marched to the Hankow Municipal Bureau to submit a petition for the lifting of stamp taxes from their bills, etc. Their manifesto reads as follows:

"Business Is Bad"

"We, the "Sing-Song" girls of Hankow, wish the public to note that despite the arrival of the Revolutionary forces here, we are still suffering. We are most grateful that the Revolutionaries have come to restore freedom and equality to the people and to emancipate them from sufferings. Although we have been plunged into the sea of bitterness, we are citizens of the Chinese Republic. We have to pay to the Government now nine different kinds of taxes such as the license ($100), Annual tax ($30), Monthly tax ($27), Seasonal tax ($1 per girl), stamp taxes, etc.

At present our business is much affected by the situation. Owing to unsettled conditions, we have only a small number of guests. Some of our patrons have left town and with the heavy taxes and increased pay to amahs and servants it is impossible for us to carry on.

The depression in our trade will have adverse effects upon other businesses in the City. As we are helping to stimulate trade and to keep business men here, we feel that we ought to be freed from these many taxes, so that we can carry on. We are sending a petition to the local authorities for the abolition of the taxes."

Shanghai and its Chinese Relations

BY GEO. W. MISSEMER

"SHANGHAI, Its Municipality and the Chinese" is the title of a 548-page volume which has just been published from the pen of Mr. A. M. Kotenev. The author is a Russian lawyer who has made a deep study of local judicial and administrative matters. The present work is a companion volume to "Shanghai: Its Mixed Court and Council" by the same author, published about a year ago. It is from the press of the North-China Daily News, Shanghai.

ONE must pay a tribute to the careful and painstaking work done by Mr. Kotenev. Neither this volume nor the preceding one on the Mixed Court could be classed as propaganda, and yet one has a suspicion that among the objects aimed at by the author and those who have given their sympathetic help to his books was, by presenting the facts of the situation, interspersed here and there with commendatory comment, to create an atmosphere favorable to the continuance of the *status quo*.

As regards the Mixed Court, a treatise on its constitution has now only an academic interest, as it has disappeared forever. The change over from the Mixed Court to the Provisional Court followed at a comparatively brief interval after Mr. Kotenev's treatise on the subject, and while, at the moment, there is no actual probability that Shanghai as a foreign municipality will disappear after a similar short interval after the publication of Mr. Kotenev's book, such a development is not altogether an impossibility.

Unique in the World's History

Certain it is that the municipality of Shanghai stands out as something unique in the world's history. It has been a miniature League of Nations of more than half a century's standing, although, so far as actual *control* of Shanghai's destiny is concerned, it might for all practical purposes have been downright British. The outstanding fact, of course, is that a handful of foreign interests guide the practical destinies of the place, although the population is overwhelmingly Chinese; and it may also be stated that in recent years the value of Chinese investments in the Settlement has considerably overshadowed the combined investments of foreigners.

However, although the guiding hand in the administration is foreign, in the great majority of cases the Chinese could get almost anything they wanted by the exercise of indirect pressure. The growing spirit of nationalism has, however, evoked a demand that the Chinese voice shall be heard in a more direct manner, and while many of the older Chinese merchants and manufacturers who have waxed wealthy, as the result of the privileges which they have enjoyed as residents of the Settlement, are at heart indifferent to the question of the administrative control of the Settlement, they would not dare run counter to the evident sincere demands of the younger and more patriotic generation.

Mr. Kotenev's work has the merit of presenting matters in a fitting perspective as regards time. So many historical works faithfully record the things of the past at length when their significance, in the light of later events, had become of small consequence. Mr. Kotenev deals mostly with the events of recent years and only brings in the past when it is necessary to explain the situation.

Past Five Years Full of History

What strikes the reader on perusing the chapters on "Shanghai and China's Politics, 1919-1924" are the many things that happened in this neighborhood within five years, many of which one had almost forgotten, important as they were.

One of the most interesting parts of Mr. Kotenev's work is that discussing the attempts of the various Municipal Councils to extend the Foreign Settlement. What in the end the contests between the Council and the Chinese authorities simmered down to was this: The Chinese, who had in previous years, agreed to certain extensions, during the past decade or so had become adamant. The Council, thereupon, adopted a policy of penetration by adding to the number of the numerous Municipal roads extending beyond the Settlement in many directions.

The Extension of Roads

The Council had no powers of eminent domain. If it wanted to build a road in a certain direction it could only secure the land by purchase in the open market from the owners, the great majority of whom were Chinese. To the owner of a tract of land the Council would dangle the attractive proposal of a most advantageous price for the strip of land required for the proposed road, and the even more attractive bait that when the Municipal road was opened the adjoining property would very much increase in value. The majority of the Chinese property owners concerned did not allow the question of China's "sovereign rights" to interfere with their acceptance of the Council's proposition: The Council's program was, however, brought to an abrupt stop by the May 30 incident.

Who's Who in the Opium Trade

One other subject dealt with at length in Mr. Kotenev's is that of opium. That China should have shut out foreign opium on the score of the harm that it was doing to the country and then have allowed opium to be extensively cultivated within the country is a circumstamce that is calculated to leave a bad taste in one's mouth. But nothing that the Chinese have done in connection with opium equals the iniquity of the operations of the Opium Combine in Shanghai in 1916. The book contains a list of the members of the Opium Combine which makes interesting reading.

It is one of those paradoxes of fate that the Shanghai opium merchants should have made their greatest profits *after* the import of opium was prohibited. At that time the cultivation of opium in China had practically ceased. But the Opium Combine had large stocks of opium on hand and noted with great glee that the price of opium was going up by leaps and bounds, just as the price of whisky has gone up in the United States since the imposition of prohibition.

With the assistance of various banks the Opium Combine contrived to hold on to their opium stocks so as to squeeze the very highest price out of them.

The Opium "Sleuths"

Never was any community anywhere more overrun with sleuths than was Shanghai in 1916. They were employed by the Combine to run down smugglers. Every pressure was also brought by the Combine upon the Municipal Police to enlist their services in making sure that no opium of any kind should be handled, sold or smoked in this neighborhood unless it was certificated Indian opium, of which the Opium Combine had a monopoly.

The Combine's "graft" was scheduled for extinction on April 1, 1917. The Combine tried every means to have their profitable scheme extended beyond that date, but to no avail. So it began on another tack to turn into money the very considerable stocks it still had on hand at the beginning of the year 1917. By whatever means it accomplished it, an agreement was signed with the representatives of the Chinese Government on January 28, 1917, whereby the Chinese government bought the remaining two thousand odd cases at the exorbitant price of Tls. 8,200 per case, for "medicinal purposes."

When the facts became public there was an uproar throughout China, the more so as it was learned that there was an inside squeeze in the transaction of about Tls. 2,500 per case. Eventually the above agreement was repudiated and the opium was sold to the Chinese government at a reduction of Tls. 2,000 per case—still a very handsome figure. That was in June 1918. In December of the same year a Presidential Mandate was issued ordering the entire lot of opium to be burnt, and a few months later that order was put into effect.

"Small-Shopkeepers" Attack Compradores as Imperialists

Recently in Hankow the so-called "small-shopkeepers" or retailers and distributors, chiefly of foreign goods, formed a union and one of the first actions was to issue a general denunciation of Chinese Compradores, or Chinese agents of foreign firms, charging the Compradores with being "imperialists" in league with foreign capitalists and merchants in the enslavement of China. Among the charges leveled at the heads of the Compradores was one to the effect that when the militarists levy demands upon the Chinese merchants, that the Compradores always raise the funds by passing the demands on to the small merchants or retailers and that the Compradores frequently pay nothing and worse they are accused of keeping part of the money for their own use after paying the militarists. They also charged the Compradores with responsibility for the high prices of foreign goods, claiming that the foreign merchants turn their goods over to the Compradores for sale without making inquiry regarding the prices charged to the retailers.

"How I Meet All The Great People" or Will Rogers II Comes to China

BY BRUNO SCHWARTZ

The Editor of The Review wrote me a letter and asked me to write him a story about the mining and political business around here at Hankow or something like that in Hanyang, but it is raining today and maybe if I tell him something about the great people who have called on me here he will pay me for it just the same. So, instead of going over to Hanyang and getting my feet wet I am going to tell you something about the great people who have called on me.

YOU get all kinds of great visitors when you run a newspaper shop in a little place like Hankow, and especially when you operate a private bar behind the desk that saves running across the street to the club—especially on a rainy day.

All the newspaper men around the country drop in at one time or another, except Sir Percival Phillips. I guess he didn't know where we lived, or maybe he hadn't heard about our blind tiger. Anyway, he missed us and lost one drink. But I hear he is in Shanghai now and getting to be a regular Bolsheviki.

There's Rodney Gilbert, for Instance

Take Rodney Gilbert, now. He wrote a book and everything, and he came into the office a couple of months ago and sent his card in to the editor. Well, sir, if anybody had told me that *the* Mr. Gilbert was cooling his heels on the doormat while I was inspecting his passport and making up my mind whether I ought to let him in to see me or not, I would have said he ought to cut down on the strong ones. So I dashed outside, and bowed like, and said "Come on in and see me for yourself" or something like that, and he actually came in. Of course he didn't stay long, but he certainly has a deep mind and can talk about things that really you couldn't hardly understand. He only stayed for five or six drinks, and he didn't say much because I had to get a lot of copy out of the way and I was kind of busy, but he said, "Well, China is a peculiar country", he said. Now that shows you. I mean, he says those kind of bright things without thinking about it at all. He liked my cigarets but he brought his own matches. And when he went away, he said. "I'll drop in again and we'll talk some more". But he didn't, because he got sick, in the stomach or somewhere, and he went to the hospital for a couple of days, and then he went away to Shanghai. He invited me to stay at his house when I go to Peking again, but I said if I ever get started down the old Yangtze River again you will have to catch me with a fishnet, or something like that, if you ever get me back inside the country again. I don't know if he thought I was fooling, and some day I'm going to meet him in his country estate in Niblick on the Brassie or somewhere, after he writes his next book of material medica and have a drink at his expense.

Also Putnam Weale

Well, a few days ago who comes into the old shack but Lennox Weale, I mean B. Lennox Simpson Putnam Weale who wrote those indiscriminate letters about the Pekingese and why the China Sea is red or something like that. Anyway, everybody knows Simpson Weale by his first name, so when I saw him outside of my office when Mr. Washizawa was talking to me I knew right away who he was, and I said to myself, there is Lennox Putnam, or I'm a son of a gun. So, I said, you will have to excuse me and come in again, Mr. Washizawa, because there is a great man outside looking in. He started a newspaper in Peking about six years ago, Mr. Washizawa did, when the newspaper business was real excitement, and then sold out to the Japanese Government who run it now and it's supposed to be what it was when Mr. Washizawa had it, which it isn't at all because it isn't any good any more at all since the government started paying its bills to try to convince people that it wasn't paying those bills for a little friendly propaganda. But, that's a newspaper secret and you're not supposed to know about it. Anyway, maybe I was a little short with Mr. Washizawa because I saw Mr. Lennox outside, and I hope he wont get mad about it and will come in again because he smokes the same brand as I do and maybe I can borrow a package back from him.

Was Like Real Company

Anyway, Mr. Simpson Weale came in when the office boy announced him like I had trained him to do when real company was coming, and he took off his hat. Mr. Weale did, not the office boy because the office boy doesn't wear a hat. So he sat down and we talked over the situation, and I was afraid I would show right away what a small potato I was when these great men come down here to Hankow, and I didn't want to say anything, but it was funny because when he went away I couldn't remember anything he said, so I must have been talking all the time.

Well sir, he had a drink with me, and I told the boy to take the glass upstairs and put it into the special cabinet where I keep the things I hope to look forward to as reminding me of some great things that happened in my life, and he put it in, but it hit the glass that J. B. Powell used to drink my free drinks out of and it broke both of them, which was in the same case.

J. B. Powell, he was here a long time ago when Wu Pei-fu was the cat's pajamas and I meant to keep his glass because it was a beer glass, and very few people drink beer these days because it's too slow. But J. B. seems to get a kick out of it about every fourth one. So I'm sorry his glass broke because there was even some of the froth left in it, the boy said. (Am positive it was gingerale—Ed.)

But anyway, I sort of work for J. B. He hasn't paid me in a long while, but I don't blame him because I haven't written anything for him in a long time so he holds back on me. Well, I don't need the money, according to all reports except the one from my bank, so I guess it's all right. People around here seem to think that running a newspaper is an easy business but I wish that one-armed paper hanger with the hives would try it. He would get the pip, believe me Agnes. It's all work and no pay, I'll tell the cockeyed world.

Well, I ought to tell you something about J. B. Powell. He runs that there weekly in Shanghai that is a sort of compendium of useful information that everybody ought to have on their office desk or they don't know what they are missing. Everything from abacus to zebra is in it, and even something that I write once in a long while, but not often enough to make constant reader wonder what's the matter with the Review now, because it used to have some good stuff in it once in a while. Anyway, J. B. was here too when he came on a rainy day and he asked the hotel clerk at the alleged hotel we have here. "How much for a medium sized room", and the clerk said "Eleven dollars a day for you J. B. because we are old frineds". And the funny part about it was that J. B. believed him and paid it because the clerk said the house was full up and he was squeezing out one room for him as a special favor and I knew that only about six people were staying in the big barn and that he could have had the room for seven dollars. But I didn't say anything, because J. B. could afford it and the hotel certainly does need a lot of improvements and maybe they will make them some day if they get enough money. So I laughed to myself even while the rain was running down my neck because it was too cold in the lobby to take off my hat.

Well, J. B. and I had a long talk about the situation, and we agreed that when it came to drinking in the cabarets here, the safest drink was beer, because you can't load beer without spoiling the fizz, but you never know what they put in the whiskey that makes you want to buy wine. So he stayed here a few days and we fixed up an interview with Wu Pei-fu, because he was curious to see what he looked like, and attended to some more business affairs, and then we talked the whole thing over again when J. B. was on board the "Kungwo" waiting for the crew to cast off the anchor, and J. B. agrees with me now that it doesn't make any difference which cabaret you go to, the effect is the same and in the morning you have a fuzzy mouth even if you do stick to beer. Well, anyway, he certainly knows.

Ransom Has a Lot "on the Ball"

Then there was Mr. Ransom of the Manchester Guardian who was here only a few weeks ago, and he certainly has a lot on the ball. He came into my office and said, "I would like to look at some of your backnumbers" and first I looked kind of crosseyed at him because I thought he was kidding me, but then I thought maybe he meant the newspaper and not me and I asked him, and that is what he meant so we were on good terms, because I said "What for" and he said "I hear that you have the best reports of everything in China" or something like that, in your paper. So I felt maybe I wasn't so small after all if Mr. Ransom could come into my own office and tell me a lot of compliments like that because he is a kind of gruff bird with a regular beer strainer of a mustache and has to miss two months of the trout season in old Scotland in order to come out to China to cover the story of this revolution here. So I said, "Sure". And he said "Thanks." Then he went away. He is very interesting.

More U. S. And Canadian Cartoons on China Situation

THE RISING TIDE

"Will the modern Canute be any more successful than his predecessor in turning back the waves?"

—*The Daily Star* (Montreal.)

HE'L LIKE TO RUN IT SOME, HIMSELF

—Harper in the Birmingham *Age-Herald.*

NURSE: "If he'd only be still long enough, I could remove that pin."

—Marcus in the New York *Times.*

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CHINA SEEMS TO HAVE ADOPTED AN "OPEN DOOR" POLICY OF HER OWN

—Darling in the New York *Herald Tribune.*

He Ordered "Dom" in the afternoon

I went around to the hotel to see him a couple of days later and we had a long talk about revolutions, and he certainly knows something about them because he ran the revolution in Russia or something like that some place. and he said, "What will you have" and I said, "The same as you" and I was mighty sorry because he ordered dom, and it was only four o'clock in the afternoon. He is the only newspaper man I met who doesn't drink according to a proper system and some day his stomach will go back on him and he will wonder why. I could tell him, but I was polite and I wouldn't say anything, so I drank my dom even though I didn't want any, because I wanted to hear him talk some more about his wonderful experiences. "I hear you have had some great travels around the world", I said. "You bet", he said, "and I am going to have some more. I am going away from Hankow tonight." So I said "That is too bad." But he didn't seem to think so. He is a great conversationalist.

When he gets back home he's certainly going to kid the office to a fare-thee-well because I showed him a picture in the Manchester Guardian Weekly which was labelled "Street Scene In Hankow" where all the Chinese wore pigtails, which must have been taken at least sixteen years ago, so our British cousins can't kid us about faking pictures for the newspapers any more, can they. Well, he said he would give them the horse laugh when he got back home, and he went away.

Babb—"Glenn for Short" Arrives

I ought to have told you a long time ago about Mr. Babb—Glenn for short. He is a regular guy, Glenn is. He operates this here Associated Press of America and some day that outfit is going to make the beneficiary of my life insurance policy happy. I do a little bit for them up here and keep tabs on the number of revolutions per minute so that the great American public will be told the difference between what is known as Factional Strife and Revolution. You and I know that it doesn't make any difference to the farmer in Iowa whether Shanghai has been captured by Mrs. Borodin or whether Thibet has raised the price of yak's milk three cents per curdle. But Babb says keep him informed and it's their money so what do I care.

Well anyway, you can see from what I have told you that Glenn Babb is the boss and what he says goes. But Babb is a whole lot like me. He's smart and he doesn't say much but he's good company and he certainly knows his business. All these nice words certainly ought to make my job pretty solid, don't you think so Babb? And in case you get around to it you might send me a cheque some time on

account. This is purely personal and hadn't ought to go into the story but I know J. B. wont mind.

Timp Also a Good Customer

Timp was a pretty good customer at my bar. His family name is Timperly and I stuck him for a drink once at the Peking Club so he got even when he came down to my office. But he was patriotic on the brand of cigarets he smoked and that saved something. Timp is a good boy and built himself up a great reputation when he interviewed Comrade Borodin and came away without missing even a leg.

Anyway, Timp and I used to talk the situation over up here and Timp agrees with me that if there is anything wrong it is probably the soda.

Never Get a Word out of Charlie

Well think of that, I haven't mentioned Charley Dailey yet. Charley represents the World's Greatest Newspaper and admits it himself. He is a regular sphynx, Charley is, and you never can get a word out of him, but he had a great conference with the Minister for Foreign Affairs up here in Hankow and has all the inside dope now. Well, Charley, I wont tell it on you, because you bought me a bottle when the stock got low, but you will never get rich throwing around your money like that.

Paul Wright, he's Charley's opposition in Chicago, he was up here too, and Paul has got a real cute one. He writes these editorial paragraphs and he had one he couldn't use because it wouldn't work in with what the women are wearing. So I am going to tell it to you, but it is exclusively by Paul if anybody should ask you. He said, "Short skirts are on their last legs," but he couldn't use it because they are getting shorter and shorter in Hawaii and Chicago.

Well, Mrs. Fletcher came up a couple of weeks ago too and she is just the opposite of Anna Louise Strong and they both write for Asia Magazine, and Anna called me a "hard-boiled reporter" in a story she wrote for Asia Magazine after I did her a favor. So does Mrs. Fletcher, not call me names although she probably would like to, but write for Asia.

When Anna was here she told me all about these rough and ready Bolsheviki men in Russia that bang on your door at four o'clock in the morning and come in to talk over the local situation with you. That's what makes life worth while living there. So I asked her to come and have tea with me at my flat and she turned me down cold. That's gratitude. Mrs. Fletcher, she thinks Chinese is just grand and she got some exclusive photographs when she was up here about a month ago but I didn't ask her to have a drink.

So you see it's a great thing to be in Hankow and meet all the great people that come here from Australia, Chicago and points west. You couldn't do it at Wuhu.

Hankow, March 18, 1927

Is the Radio Muddle to Be Finally Settled?

According to a *Nippon Dempo* dispatch appearing in the *Japan Advertiser* recently, informal conversations are now going on between the Japanese and the Chinese authorities and the Mitsui interests regarding the long pending wireless issue and the Japanese will, it is believed, make considerable concession to expedite the settlement of the dispute for the following reasons.

With the ascendancy of the Nationalist Government, foreigners' special rights in China will eventually be abrogated. This will especially be the case with rights acquired from the Peking Government.

Admiral Bullard of the United States has been carrying on negotiations with the Peking Government since his arrival here in February, and there are reasons to believe that his negotiations with the Chinese are related to the Federal Wireless dispute in Shanghai. This is another factor making an earlier settlement of Japan's wireless issue desirable.

The short wave 20 kilowatt wireless station now under construction at Mukden at the hands of the French will be completed by the end of this month, and the action in this connection on the part of the Mukdenites is obviously at variance with the contract between the Peking Government and the Mitsui Company, but the present circumstances do not allow the Japanese to assume too strong an attitude toward the Mukdenites.

At present Mr. Yoshizawa, the Japanese Minister at Peking, is understood to be endeavoring to reach an agreement with the Peking Government for the projected transfer of the Mitsui's wireless station at Shuangchiao to the Naval Ministry of the Peking Government, and it is generally conceded it will not be before the end of April that the wireless station will be operated by the Naval authorities under the name of the Continental wireless Station.

China Leads in "Stone" Libraries

JOHN C. B. KWEI

(*Curator Chinese Collection, Columbia University*)

THE United States leads the world in library activities, such as parish libraries, subscription libraries, public libraries, school libraries, travelling libraries, camp libraries, hospital libraries and others,—but certainly not in "stone libraries." If one brought about an enquiry among Americans asking: "What do you know of China and the Chinese?" most of them would reply: "The Chinese drink tea, eat rice and have the Great Wall of China round their country!"

The history of stone libraries dated its origin to the builder of the Great Wall, Tsin Shih-hwang, one of the greatest tyrants which China, and even the whole world, has ever seen. He lived two hundred years before Christ, when Hamilcar and Hannibal went into Spain, and the Punic Wars broke out upon Europe.

The Dangerous Books

With a view to perfecting the dream of governing the people with ease and forever, the prime minister of Tsin Shih-hwang, Li-sze, saw the need of suppressing the literary pursuit, and sent in a memorandum which is reproduced as follows in brief:—

"Beware, Your Majesty, of the Literati; these kind of men are more to be feared than you think. I have watched them for a long time and am fully informed of their intentions; I know their very hearts and regard them as your greatest enemies; my modesty, or rather my reverence for you, forbids me to go further into details. But my few words will help you to conjecture the rest, Nothing you do, nothing you say escapes their notice. May I, Your Majesty, with circumlocution advise you what I see you should do? Mildness and indulgence have not up till now had any effect. Let us try some other means, or rather let us make use of the only expedient to root out an evil. It is the BOOKS which instilled those opinions into our high-minded Literati! Let us snatch the Books away from them! Only when they are forever robbed of that which nourishes their arrogance, can we hope at last to stop up the inexhaustible source of their stubbornness?

"With the exception of those books which treat of the science of healing, of agriculture and prophecy and those which portray the memorable occurrences of your glorious dynasty since the commencement of your Rule, command, Your Majesty, that everywhere the whole trash of dangerous and useless books should be burnt. If the Literati have no longer before their eyes these books of morals and history, they will no longer draw hateful comparisons between the reign of Your Majesty and those of the early emperors. Now or never is the time to close the mouths of these grumblers, to curb their insolence! May they learn that your power is only limited so far as Your Majesty chooses! Do not let your purpose, Your Majesty, be hindered by inopportune mildness and indulgence. The evil is a dangerous one; it is most deep-seated; and let the cure be an adequate one.

"Begin with those of your mandarins who busy themselves over history. Command them to convert all these useless monuments so treasured by them into ashes. Give a similar command to the magistrates who guard the laws. The Book of Poetry and others, from which hitherto instruction were obtained, shall from this time become useless, they may be forever forgotten; they are fit only for the flames!"

Tsin Shih-hwang was so pleased with this scheme, that he carried it out to the acme point. It was recorded that so many scholars were killed that melons grew in winter on the spot above the bodies, and so many books were burnt, that the earth of the place where he burnt them is still black!

Recovery of the Sacred Books

For one reason or other, the Tsin dynasty ended sooner than any other one through out the whole history of China. The succeeding dynasty-Han-showed a better and entirely different attitude toward literature. Every encouragement was made to induce the people to bring forward their hidden treasures, from the walls of the houses, from the caves in the mountains, and even from the beds of the rivers. What these sources failed to reproduce, old men came forward to supply from their well-stored memories. In this way, a good collection was made possible. In order to guard against the whims of a second Tsin Shih-hwang, books were ordered to be engraved on stones. This is the beginning of China's Stone Libraries.

At present, the two most famous stone libraries are in Sian and Peking. Both of these places have been the capital of China. Sian is about six hundred miles up the Yellow River. Over its wall to the south is a residential quarter which contains the "Forest of Tablets", or "The Stone Library." This collection of stones has inscriptions of different kinds, and most of them are dated as far back as the beginning of the Christian Era. One set of stones is inscribed with the whole of the thirteen classics, which represents an enormous amount of expert chiselling. There are also some fine drawings by famous artists and amongst them the most approved portrait of Confucius, the "Uncrowned King", though it is only a few hundred years old. The latest addition to this library is the famous Nestorian Monument, which records the early introduction of Christianity into China. The stone stands about seven feet high, and was erected in 781 A. D. The tablet was lost sight for six hundred years and only about seventy years ago was brought and honored by a place in the Stone Library. It is estimated that over six thousand large sheets of paper would be necessary, in order to get a rubbing of each inscription.

The Peking "Stone" Library

The Stone Library in Peking is only a copy of that in Sian. Usually it is referred as the Library of the Kuo Tze Chien, or School of the Sons of the Empire. The library itself is not of the age of the School, but only dated from the eighteenth century. The purpose of the School was to instruct the children of the ruling imperial family. In the lecture hall of the School, the emperor would go once a year to hear a discourse on the responsibilities and duties of his office and would receive reproof and exhortation from the head of the institution. In the Stone Library, the emperor came to meditate the wisdom of the country, engraved on stones which would remind him at the same time that wisdom by which the nation should be ruled, and not illiteracy,

The inscriptions on these stones were engraved by order of the Emperor Chien-lung, in the eighteenth century, and there are one hundred and eighty two in number. Aside from being a standard of the works in the land, they are intended to form an insurance against the loss of these all-important memoirs of antiquity, and against the tragic terror of another despot like Tsin Shih-hwang. The text is divided on the face of the stone into pages of convenient size, so that rubbings may be taken on paper and bound up in the form of books.

In conclusion, China, the oldest of nations and the youngest of rupublics, is not only famous for her Great Wall, but also these STONE LIBRARIES.

New York
March 1, 1927.

Business Opportunities

The following inquiries pertaining to business connections in China on the part of American manufacturers and merchants, have been received at the office of the U. S. Trade Commissioner, Dollar Building, Shanghai. Persons interested in obtaining further information are requested to apply to the American Trade Commissioner.

Industrial Gasoline and Kerosene Engines: Manfacturers of direct connected pumps and generators and power units, all operated by gasoline and some models by kerosene or distillate, would like to enter the China market.

Automobile Polishing and Cleaning Pastes: Manufacturers of Automobile polishing and cleaning pastes would like to make trade connections with China firm.

Rubber Products: Manufacturers of mechanical rubber products such as belting, hose, packing, tubing, moulded specialties, and of automobile tires and tubes, brake lining, clutch facings, fan belts, etc., are anxious to place their products on the China market.

Preparation for Stopping Boiler Leaks: Firm manufacturing a liquid for stopping leaks in boilers and heating systems is seeking representation in China for the sale of their product.

Fruit Trees, Ornamental Trees and Roses: California firm dealing in nursery stocks of ornamental trees, fruit trees and roses, are anxious to make business connections with reliable firms in China.

Biologics and Pharmaceutics for Veterinary Use: Two American firms are interested in placing their biologics and pharmaceutics for veterinary use on the China Market. Line includes remedies and serums for diseases of cattle and hogs.

Electric Fans and Motors: Export agent for electric fans and motors is seeking a trade connection in China for the sale of their goods.

Trade Representation: A Los Angeles firm is interested in securing representation of a reputable North China firm exporting commodities such as vegetable tallow, vegetable oils, oil seeds, feed meals (linseed, soyabean, etc.) walnuts and peanuts. Is also prepared to look after purchase of principal commodities obtainable in Southern California.

Pumps: Manufacturers of water pumps which may be hand, windmill, or by attaching pump jack driven by gas engine or electric power, are anxious to enter the China market. Catalogs on file at this office.

Aircraft Instruments: Manufacturers of instruments for use on aircraft wish to place their products on the China market

Agricultural Implements: Manufacturers of plows, cultivators and agricultural implements are desirous of securing representation in China.

Power Plant Specialties: Manufacturers of power plant specialties such as pump governors, pressure regulators, automatic valves, steam traps, etc. are anxious to secure representation in China.

Cotton Waste: New York buyers of wiping rags and all grades of cotton thread waste, would like to make connections with reliable buying agents in China for the purchase of this class of material for export to the United States.

Wallboard, Sheathing, etc: Manufacturers of a patented fibre plaster base, wall board, and sheathing, are anxious to enter the China market.

Wire and Wire Cloth: Pacific Coast manufacturers of wire netting, wire lathing, nails, plain wire and barbed wire wish to enter the China market, Catalog on file at this office.

Will Japan Make Concessions In Manchuria?

(Japan Chronicle for March 6)

NO position has been more consistent than that which Japan has hitherto adopted with regard to Manchuria. Her policies in other directions change with the requirements of the times, but the importance of Manchuria has been only emphasised. During the past year there have been unusually important utterances made with regard to the necessity of preserving Japan's interests there. The common formula used is that Japan's interests are sealed for ever by the blood and treasure which were expended on the battlefield—but perhaps that formula is less impressive now that so much blood and treasure has been expended on battlefields elsewhere without any benefit to the victors. It remains true, however, that Japan has shown a very jealous care of her Manchurian interests. Proposals for neutralisation have been rejected; the late Mr. Hara in the Diet stated that the Powers understood that Japan's interests precluded the possibility of such an "open door" in Manchuria and Mongolia as existed in the rest of China; and when the Consortium agreement was concluded, there was a great struggle over Manchuria and Mongolia which ended only by including them in the scope of the agreement, with a tacit understanding that they should never be an actual sphere of operations. Only lately there has been some very sharp speech regarding railway extension in Manchuria, but new railways have been at least nominally Chinese. It is no longer possible to make agreements for the construction of lines owned and controlled by foreign syndicates. Even Japan is shy of extending the South Manchuria Railway; and Baron Shidehara, the Foreign Minister, made the important statement in the House of Peers on February 24th that Japan desired that future railway construction should be both in name and in fact Chinese.

The question naturally arises whether this will develop into a further revision of policy. Chinese politicians made a great fuss at the time of the conclusion of the original Kwantung lease, and demanded that it be terminated. The extension of the lease from thirty to ninety-nine years was one of the items in the "twenty-one demands" treaty. and it has often been pointed out by Japanese writers and speakers that by abandoning nearly everything else in that treaty Japan has shown her goodwill towards China; but that she cannot possibly abandon these Manchurian clauses whatever happens. Certainly the demand met with no sympathy when it was made. But China is shaping herself anew. The Foreign Office has announced that it does not regard the Nationalist Government as Bolshevik—which is only another way of saying that Japan is prepared in certain circumstances to hold out her hand to the Nationalists. Even if she did regard Canton as Bolshevik that would only mean that Canton would have to display its power very completely before it could be recognised. There is no question any more of Russia not being recognised because it is Bolshevik; though it was less than five years ago that Viscount Ishii was reported to have assured the French Government that the existing Government in Moscow could never be recognised by Japan. Perhaps the occasion for a reconsideration of the

position in Manchuria is not yet very near, but it cannot be regarded as impossibly remote. The Nationalists in China, being the only people with a purpose and programme, have made rapid strides of late, and have a good prospect of gaining control throughout China. It has taken them a long time to get as far as they have done, however, in spite of the dramatic suddenness of recent events. The claims of the South to represent a large number of provinces and to have the legitimate succession to the original Republican Government in Peking had a large publicity when Lord Northcliffe met Dr. Sun Yat-sen in Canton in 1921, and ever since then the Nationalists have been working steadily, sometimes with very little success, but always gaining more adherents and propagating their views. So there is a long history of effort behind the meteoric successes of the past few months.

According to the latest news from China, the Southerners intend to walk round Shanghai instead of carrying it by assault. This is, no doubt, a prudential change of plan, adopted in order to avoid the possibility of a collision with the foreign troops sent to protect the Settlement. There seems to be no particular secrecy about the staff work of the contending armies, and so far the Nationalists have shown that they can do pretty well as they like with the Northerners. As soon as the Southerners can demonstrate that they are the masters of China—even of its northern capitals—it will become imperative to have an understanding with Japan. Canton has no particular reason to love Manchuria, but in its present frame of mind it is not likely to abandon it merely because Japan is too strong to turn out. Moreover, Japan's interests in China are too great to be jeopardised even for the sake of Manchuria. If the China Settlements are not annexations, then they must be returned some day. Even the Kwantung agreement is only a lease which many now living may see terminated; and since Settlements and leases, as has been shown, can be terminated without loss of legitimate commercial interest, it is possible that Japan will consider a step which would make a much greater impression on China and the world at large than all the reluctant surrenders made by the other Powers. After all, if Hankow can carry on its foreign trade under a Chinese municipality, Dairen could also do so. It has to be confessed that the example of Tsingtau under a Chinese municipality has not been encouraging, but the case is a special one.

Japan, like other Powers who have secured extra-territorial rights in China, has acted so very much as though China could not in any circumstances be trusted, that the idea of giving up jurisdiction makes the same impression as would the idea of giving up territorial possession. In spite of one or two apparent hints regarding Manchuria, it is impossible to say at present that there is any idea on Japan's part of making an unprecedented concession. But what is the alternative? The case of Hongkong has shown that even territorial possession does not secure the possessor against the effects of a boycott. Japan's statesmen might well consider whether it is better for her subjects to have all that they possess in Manchuria, including the practical monopoly of the trade, and the goodwill of the Chinese Government, or face the hostility of both Government and people for the sake of keeping local administration in Japanese hands. It has lately been complained that, in spite of the provisions of the treaty of May 1915 that Japanese are free to own land in Manchuria, none in fact do own land because there are insuperable obstructions to their buying it. If goodwill were secured by rendition of administration, the good effect in this direction might be immediate.

These arguments, of course, apply to Shanghai and other remaining settlements. To the Nationalists, if they have to win all the way as they have won so far, the story will be an epic one. It has to be remembered that they started with the reform of Canton and a demonstration that they could modernise an ancient city. Going on to their recent victories and to the all but military seizure of the Yangtse ports, they may take Shanghai by a sort of passive siege. Then to compel recognition in Peking and to go on to the handling of the Manchurian problem would be going on from great to greater things—with, of course, the possibility of failure and chaos before the goal was reached. It is apparent that their victories do not increase Chinese goodwill towards those who have resisted them. But it is Japan's deliberate and avowed purpose to cultivate China's goodwill by every means in her power. If she would do so in regard to Manchuria, she would be wise not to wait until there was nothing else for it. That stage, of course, the Nationalists might never succeed in reaching if Japan made no concession. But Japan's position in Manchuria with China hostile and Soviet Russia extremely sympathetic with China would not only be extremely uncomfortable, but would contain all the ingredients of another war. It is a great problem for Japan's statesmen to consider, and it is one in which she can act independently of the other Powers. To be generous in Manchuria would seem like having made sacrifices in vain; but to sit tight may in the end call for more sacrifices.

Dollar Line Opens at Los Angeles

The following article referring to the opening of general offices of the Dollar Steamship Company in Los Angeles and the inclusion of that city as a port of call for the President boats, appeared in the Bulletin of the Los Angeles Chamber of Comerce last month:

Beginning with the New Year Los Angeles will be the terminal point for nine of the big trans-Pacific passenger lines operated by the Dollar Steamship Company out of Seattle and San Francisco, and the tenth will be placed in the Dollar round-the-world service and will sail from Los Angeles on its initial trip on December 28.

This arrangement, considered the most important in the maritime history of Los Angeles, was brought back from San Francisco last week by President Arthur S. Bent of the Los Angeles Chamber of Commerce.

President Bent, together with A. G. Arnoll, Secretary of the Chamber of Commerce, and C. H. Matson, Manager of the Trade Extension Department, went to San Francisco early in the week for a conference with the Dollar Line officials. They were accompanied by E. M. Wilson, general agent, and Geo. G. Neil, district passenger agent of the Dollar Line in Southern California. The result of their negotiations in this announcement.

Epochal Move

"The importance of this move to Los Angeles on the part of the Dollar interests can scarcely be over-estimated" said President Bent yesterday. "It is the greatest step we have ever taken in our program of the development of our trans-pacific trade and to make Los Angeles a great gateway to the Orient.

"In a still broader sense it is significant in the program to make the Pacific the great commercial arena of the world.

"We have just taken an important step to the same end in our visit to Honolulu to make preliminary arrangements for the Second Pan-Pacific Commercial Conference to be held in Los Angeles in 1928, which will bring together the business, transportation, engineering, and financial brains of the whole Pacific area to lay plans for a great development of the countries around the Pacific.

L. A. Terminal

"This announcement of the Dollar interests making Los Angeles a Pacific terminal for the great President liners of transpacific ships indicates how rapidly we are moving towards our goal.

"This steamship line is more important to Los Angeles than would be a great transcontinental railway, for it links us closely with a half a billion of people—nearly five times as many as there are in the whole United States, and with an area that is tremendously rich in trade and travel possibilities.

"We are now sending great crowds of vacationists to Europe each year, but within another decade we should be sending just as many to the Orient."

Under the new plan Los Angeles is the originating point of the westbound voyage on the famous Sunshine Belt to the Orient.

The first ship in the new service will be the "President Taft," sailing from Los Angeles on January 3, but the previous week the "President Pierce" will come here from San Francisco and be transferred to the round-the-world service, sailing December 28 via San Francisco and Honolulu for Kobe, Shanghai, Hongkong, Manila, Singapore, and Penang, and thence continuing across the Indian Ocean, touching Colombo, up through the Red Sea, Suez and Mediterranean, touching Port Said, Alexandria, Naples, Genoa, Marseilles, then through the Straits of Gibraltar and across the Atlantic to Boston and New York, then touching at Havana and through the Panama Canal back to Los Angeles.

Round-the-World

"We now have seven ships in this service sailing from Los Angeles every other Tuesday." said Geo. G. Neil, district passenger agent for the Dollar interests. This was not quite enough, for the first ship could not get back to Los Angeles quite in time to sail on schedule after the seventh. This left us with one sailing date where we had to run over four weeks between ships. The transfer of the 'President Pierce' to this service fills in this gap. While this gap came only three times a year we will now eliminate it entirely."

This round-the-world service has proved tremendously popular, inasmuch as the Dollar Line sells a two-year round-the-world ticket, wtth stopover privileges at any port on the route.

The Chinese Tariff Valuation Commission

Despite the turmoil incidental to the internal political situation and the controversy over the control of the Chinese Customs Administration, not to mention the matter of tariff autonomy, the International Commission which has been working on the question of Customs values is continuing to sit in Shanghai. The purpose of the Commission which contains representatives of China and of the Treaty Powers, is to determine the values of Chinese merchandise upon which customs duties are assessed.

The original values for assessing customs duties were fixed in 1858. Then the values were revised in 1902 and again in 1918. The last valuation, which followed the Washington Conference, was in 1922. Now the Commission is attempting to revalue merchandise entering China, more than 80 percent of which is subject to customs duties on the valuation fixed by the Commission. Wholesale values prevailing in 1925 are now being accepted as the standard.

The members of the Commission are: front row (left to right) F. R. H. Greeman, Consul-General for Netherlands; S. Langkjaer, Consul-General for Denmark; Chu Yu-chi, Director; Hsu Yuan, Commissioner of Foreign Affairs, Shanghai; N. Aall, Consul-General for Norway; L.A. Lyall, former Commissioner of Customs, Shanghai and now vice-chairman of the Commission; Chen Luan, Chairman; Jean Knight, French Commercial Attache; Julean Arnold, American Commercial Attache; J. de Liliehook, Consul-General for Sweden; Manuel Acal, Consul for Spain; H. J. Brett, British Commercial Attache; F. de Paula Brite, Consul-General for Portugal.

Back row (left to right) Ko Tsung-yu, Sheng Chun, Liao Lien-jen, E. Watson, Customs chief appraiser; Yu Wen-chao, E. T. Williams, Secretary of Vice-Chairman; Shih Pi, Lei Kuo-jen, F. W. Maze, Commissioner Customs, Shanghai; Chow Tien, Lu Chun, Huang Pi-chieh, Liu Chung-chuan, Chen Hai-chao, Hsu Sheng, Huang Shou-sung, Wang Hsuan, Li Ching-ming, Liao Shih-lun, Huang Hou-chen, Hsu Chin-shui and Kuo Sui-lu.

Edgar M. Wilson, Southern California manager for the Dollar interests, has been working for months, supplemented by the Los Angeles Chamber of Commerce, to bring about the new service just announced.

The tremendous increase in the Dollar Line business in Los Angeles, together with the forward-looking program outlined by the Chamber officials, were important elements in convincing Captain Robert Dollar, head of the Dollar interests—recognized as the dean of American shipping men—and Stanley Dollar, his son, in active charge of the line, of the wisdom of the move.

Schedules Announced

Following the arrival here of the "President Taft" on January 2 to inaugurate the new service, the other ships in the San Francisco-Orient service will follow—the "President Wilson" on January 16, the "President Lincoln" on January 30, and the "President Cleveland" on February 13.

Simultaneously the five ships in the Seattle–Orient service will sail from there for Yokohama, Shanghai, Hongkong and Manila, returning to Yokohama and thence via Honolulu and San Francisco to Los Angeles. These ships will arrive here as follows: The "President Jackson" on February 27 "President McKinley" on March 13, "President Jefferson' on March 27, "President Grant" on April 10, and "President Madison" on April 24, and then beginning with the "President Taft" again.

The route from Los Angeles will be via San Francisco and Honolulu to the Orient and then returning to Seattle, giving a "horseshoe" service.

The new liners to enter this port, built by the United States Shipping Board, are of modern construction, with a length of 535 feet, a beam of 72 feet, registering 21,167 displacement tons and gross tonnage of 14,123. They have accommodation for 175 first cabin passengers and quarters for more than 500 steerage passengers. They carry a complement of officers and crew numbering 250.

Splendid Quarters

From topside of one of the liners, the first deck encountered is the sun deck, a spacious quarter principally devoted to sports. A tennis court is one of the attractions of this deck. The size of the court can be imagined from the knowledge that when the University of Chicago baseball team sailed to the Orient aboard a Dollar liner last year, they used the court daily for batting and pitching practice, the entire space being enclosed by netting.

Deck-golf machines, rowing machines and athletic equipment of a varied nature find place on the sun deck, which is rigged to be shaded by canvas.

The boat deck, next below, contains the officers' quarters in the forward section. Aft of a dividing wall is an artistic lobby, a perfectly appointed writing room, a spacious tea-room and a commodious, sheltered veranda cafe.

Next below, the bridge deck, is the location of the suites of the passenger quarters, aft of which are the glass enclosed promenade decks which fringe the social hall, music room, smoking room and sheltered veranda.

Deck A, next below the bridge deck, is devoted to passenger staterooms, many of which are equipped with bath or shower and other boudoir conveniences. On this deck are located the offices of the purser and doctor, the barber shop and beauty parlor.

Abaft the house on Deck A is the spacious open-air swimming tank of steel construction filled with sea water under constant circulation.

Deck B, the fifth and final deck devoted to the accommodation of passengers, contains staterooms and the dining salon, which has ample space for the passenger complement of the ship. On occasion of special parties in port the salon of the "President Pierce" has accommodated as many as 290 diners in comfort. The offices of the Chief Steward, Chief Engineer and the baggage rooms are located on B deck.

President Lines

To supplement the Los Angeles round-the-world service, the crack liners of the trans-Pacific service plying from San Francisco to Manila and return, will be withdrawn from that service on her return to this coast Dec. 5, and after undergoing her usual in-port repairs and refurnishing will be dispatched to Los Angeles to inaugurate her globe-girdling voyage.

The addition of the "President Pierce" to the Dollar fleet operating out of the harbor of Los Angeles to 21 world ports in 15 countries of the globe, a voyage of approximately 26,000 miles, will bridge the three gaps now existing in the annual schedule of fortnightly sailings. These gaps occur between the sailings of the "President Garfield" and the "President Monroe," leaving a month between sailings three times a year The addition of the "President Pierce" to the fleet will give regular fortnightly sailings from Los Angeles, a total of 27 departures a year to circumnavigate the globe.

With the addition of the "President Pierce" to the run, the round-the-world fleet will consist of the steamers "President Monroe," "President Harrison," "President Van Buren," "President Hayes," "President Polk," "President Adams," and "President Garfield."

Faith Justified

Robert Dollar, in the face of the world-wide predictions that such a service could not exist and soon would prove a

complete failure, inaugurated his now famous globe-girdling schedule with the sailing from this port January 1, 1924, of the liner "President Harrison." Instead of failure this service which started at this port seemed to leap into immediate favor until today it is regarded as the most unique and pleasurable voyage in tourist and travel history.

Southern California tourist agents state that much of the success of the fortnightly round the-world service which had its origin at this port is due to the fact that on a Dollar liner the stopover privileges are such that a passenger may tarry at any desired port on the route and rejoin any succeeding steamer of the company to continue the journey. On the succeeding steamer the passenger will have the same accommodations as on the initial vessel of the voyage. While the round-the-world trip is of 110 days duration, a passenger may utilize two years in making the voyage with stopovers if desired.

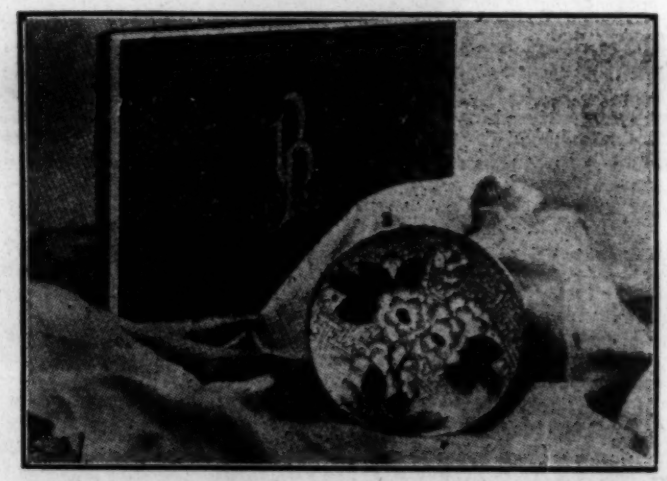
Demands for Service

Demands of travelers for increased service brought about the addition of the "President Pierce" to the local fleet, according to Dollar Line officials. George G. Neil, district passenger agent of the line at Los Angeles, is optimistic concerning a generous booking on the first voyage of the "President Pierce."

With the arrival of the "President Pierce," probably on the morning of December 27, the occasion will bring the presence of several of the executive officers of the line together with tourist agents from all over Southern California. The ship will be open for inspection from her arrival hour until just prior to the noon sailing on December 28.

The route of the "President Pierce" from this port will be to San Francisco, Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, Boston, New York, Havana, Cristobal, Balboa and Los Angeles.

Tientsin Cloisonne Plate for St. Louis "Veiled Prophet"



The above is a picture reproduced from a recent issue of the Greater St. Louis *Magazine*, showing a fine Cloisonne ash tray made in a Chinese factory in Tientsin which was presented as a souvenir to the "Veiled Prophet" at the annual Veiled Prophet Parade and Celebration in St, Louis, Mo. The Cloisonne plate is said to have required more than a year in the making.

Chiang Kai-shek Would Take All Joy out of Militarism

According to an article which appeared in the *Hankow Herald*, American paper, published in the Nationalist Capital, Gen. Chiang Kai-shek has issued an order warning all officers and soldiers of the Nationalist Army against indulging themselves in carnal pleasures and dissipation.

After emphasizing the importance of maintaining the Nationalist military discipline, the Commander-in-chief points out in his circular order that lately it has been reported to him that some of the officers in the Army are acquiring the habit of opium smoking and visiting sing-song girl houses.

The mandate declares that severe punishment will be meted out to anyone in the army who is found leading a life of dissipation.

Increase in Panama Canal Traffic

W. RODNEY LONG,
In U. S. Commerce Reports

Cargo movement through the Panama Canal during the fiscal year ended June 30, 1926, increased slightly more than 2,000,000 tons over the movement during the preceding fiscal year, but still was almost 1,000,000 tons short of the high level reached during the fiscal year ended June 30, 1924. Most of the increase is attributable to the additional development of foreign trade through the canal, which was approximately 1,500,000 tons greater than during any previous period; an expansion of intercoastal movement by slightly over 500,000 tons accounted for the remaining increase.

Eastbound Traffic Accounts for Four-fifths of Increase.

The Atlantic-to-Pacific movement, which was approximately 500,000 tons greater than in 1924-25, has increased steadily since the canal was opened to traffic. Each year but one has shown a movement greater than in the preceding one, the only variation being in 1924—25 when it dropped approximately 250,000 tons. In the Pacific-to-Atlantic trade, the movement is more varied, but the general trend has been upward. This traffic has suffered two setbacks—in 1921-22, when the tonnage movement slumped approximately 300,000 tons, and in 1924-25, when a decline of approximately 3,000,000 tons occurred. The latter drop, producing the greatest setback since canal traffic was opened, was caused primarily-by the reestablishment of the Intercoastal Conference, governing rates on both eastbound and westbound shipments, and by the decline in oil production in the California fields.

Panama Canal traffic, August 15, 1914, to June 30, 1926

Fiscal year	Atlantic to Pacific		Pacific to Atlantic		Total	
	Number of vessels	Long tons of cargo	Number of vessels	Long tons of cargo	Number of vessels	Long tons of cargo
1914-15 [1]	522	2,070,993	553	2,817,461	1,075	4,888,454
1915-16 [2]	396	1,369,019	362	1,725,095	758	3,094,114
1916-17	874	2,929,260	929	4,129,303	1,803	7,058,563
1917-18	915	2,639,300	1,154	4,892,731	2,069	7,532,031
1918-19	857	2,740,254	1,167	4,176,367	2,024	6,916,621
1919 20	1,180	4,092,516	1,298	5,281,983	2,478	9,374,499
1920-21	1,471	5,892 078	1,421	5,707,136	2,892	11,599,214
1921-22	1,509	5,495,444	1,227	5,388,976	2,736	10,884,910
1922-23	2,125	7,086,259	1,842	12,481 616	3,967	19,567,875
1923-24	2,740	7,860,100	2,490	19,134,616	5,230	26,994710
1924-25	2,429	7,596,687	2,244	16,362,149	4,673	23,958,836
1925-26	2,760	8,037,097	2,437	18,000,351	5,197	26,037,448
Total	17,778	57,809,497	17,124	100,097,778	34,902	157,907,275

[1] Canal opened to commercial traffic Aug. 15, 1914.
[2] Canal closed to traffic Sept. 18, 1915, to Apr. 15, 1916, because of landslides.

Intercoastal Movement Shows Increase Over 1924-25.

The intercoastal movement during the last fiscal year expanded approximately 600,000 tons, eastbound traffic contributing 61 per cent of this gain and westbound traffic 39 per cent. The increase in this trade, which occurred in spite of the lower tanker traffic, is accounted for by the fact that more vessels were operated in the intercoastal trade and that shippers took advantage of the lower rates offered.

Intercoastal traffic through the Panama Canal, January 1,1920 to June 30, 1926

Fiscal year	Atlantic to Pacific		Pacific to Atlantic		Total	
	Number of vessels	Long tons of cargo	Number of vessels	Long tons of cargo	Number of vessels	Long tons of cargo
1919-20 (last six months) [1]	103	452,916	85	411,752	188	864,668
1920-21	177	698,429	141	649,697	318	1,348,126
1921-22	306	1,288,075	249	1,274,452	555	2,562,527
1922 23	775	2,608.307	652	5,460,246	1,427	8,068.553
1923-24	1,206	2,719,417	1,179	10,808,138	2,385	13.527,555
1924-25	834	2,213,603	828	7.283,656	1,762	9,497,259
1925-26	911	2,435,748	908	7,633,856	1,819	10,069,604
Total	4,312	12,416,495	4 042	33,521,797	8,454	45,938,292

[1] Figures prior to the calendar year 1920 are not available

Decline in Tanker Traffic.

Tanker traffic through the canal, which approximates 80 per cent of the intercoastal movement, showed a decrease of.

(*Continued on page 102*)

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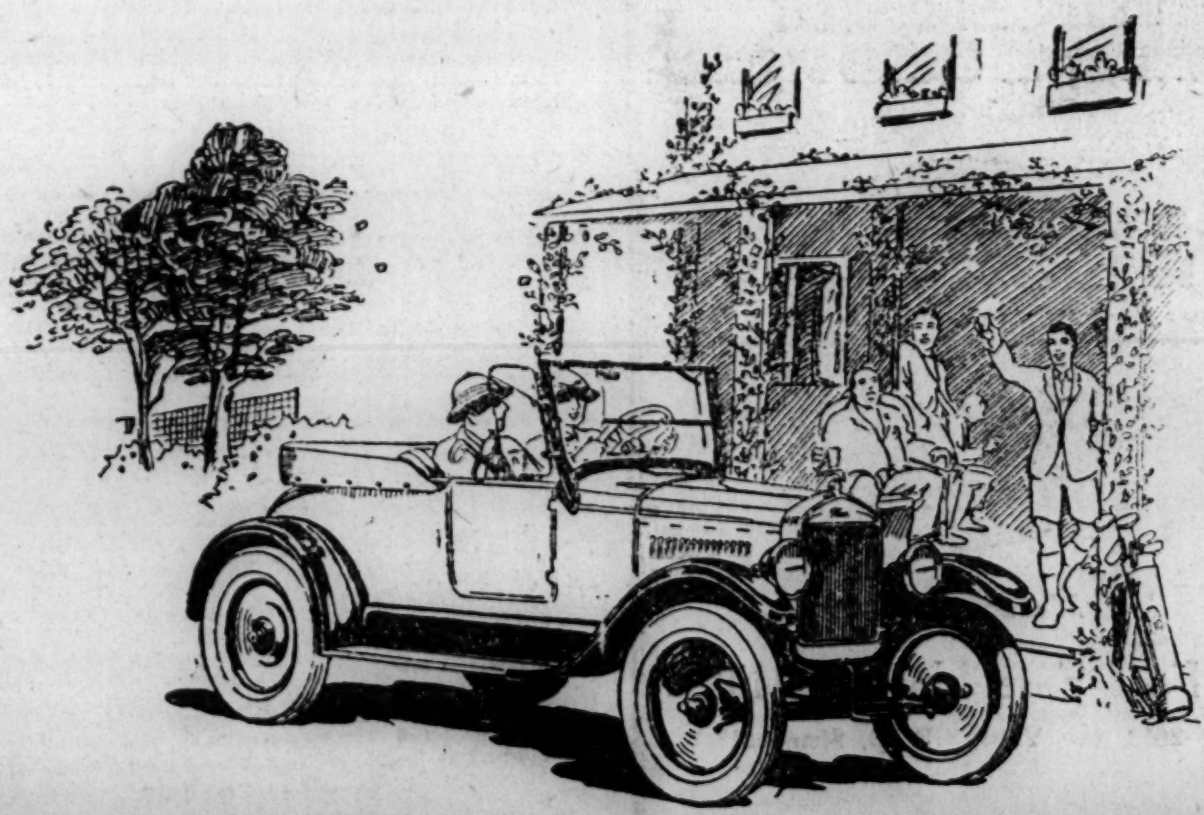

Writing with the quill was more picturesque than quiet.

THE QUILL PEN was rather in keeping with this ornate male of the "periwig" period. Few in this age, however, could afford the extravagance of such labored chirography. And, even though time were not an object, who would exchange his beautiful, easy-writing, non-leaking Wahl Pen for a scratching quill?

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(Continued from page 100)

approximately 200,000 tons for the fiscal year ended June 30, 1926, as compared with the preceding fiscal year. This decrease has followed the establishment of large refineries on the Pacific coast, from which oil is now shipped direct to the Far East where formerly it was carried by tankers through the Panama Canal to refineries in the East and thence sent via the canal to far eastern markets. It is estimated that production of United States petroleum for the fiscal year 1925—26 was probably greater than for any preceding year. Petroleum production in Mexico, on the other hand, fell off by 10 per cent to 20 per cent. although this is not reflected in the exports from that country owing to the large amount of stocks on hand.

The new policy of shipping oil direct from the west coast is strongly reflected in the Atlantic-to-Pacific movement during 1925—26. In that year 548 tankers, carrying only 141,-000 tons of cargo, moved through the canal, as compared with 535 vessels carrying 297,000 tons in 1925. The decrease in eastbound oil shipments was less than half as great as in the westbound, the traffic requiring 542 tankers for 5,927,000 tons of cargo as compared with 544 tankers and 6,000,000 tons of cargo in the preceding year.

Expansion of World Trade Routes via the Canal.

As might be expected from the expansion of traffic through the canal, trade areas that hitherto were combined in their statistics now are able to appear for the first time in separate form. For instance, the earlier statistics published in Commerce Reports, August 31, 1925, were obliged to include Mexican and Central American traffic in combined form, but separate figures are now obtainable for these areas. The same is true in several other instances, as can be seen by a comparison of the charts in the earlier and in the present issues; in the latter, however, limited space has again compelled the combining of Mexican and Central American figures. In compiling these statistics the authorities find that it is practically impossible to obtain more than 95 per cent accuracy on small-lot shipments, but on bulk commodities practically 100 per cent of the entire shipments are reported in the official figures.

The greatest increase along foreign trade routes was shown in the movement to the British Isles and continental Europe, where traffic was 1,500,000 tons greater than in 1925. The movement between the east and west coasts of the United States, although of a local character, showed the greatest increase of all trade routes

The origin and destination, by trade areas, of tonnage moved through the Panama Canal during the year ended June 30, 1926, is shown by the two flow-line charts appearing on the second page of the cover in this issue. The charts do not include miscellaneous tonnage, which amounted to 586, 248 long tons of origin and 556,575 long tons of destination.

Quantity Changes in Movement of Principal Commodities.

Cargo moving from the Atlantic to the Pacific constitutes approximately 40 per cent of the entire canal traffic and as a rule consists mostly of manufactured goods. During the fiscal year 1925-26 this cargo increased 500,000 tons.

The largest increase, 200,000 tons, occurred in manufactured goods, although this was practically offset by a corresponding decrease in refined oils, explained in the section dealing with tanker traffic. A 75,000-ton increase in metals represents, for the most part, greater imports of magnesite ore from Brazil to the west coast. The increase in coal and coke and raw-cotton movements were, of course, the result, respectively, of the world-wide shifts in coal-trade routes consequent on the British strike and of the bumper cotton crop in the South.

The surprising decline in shipments of automobiles is believed traceable to the fact that a larger number of American-made machines are being driven from the factories to the various agencies than in previous years.

Principal commodities moving through the Panama Canal during the period July 1, 1921, to June 30, 1926

(In long tons)

Commodity	1921-22	1922-23	1923-24	1924-25	1925-26
Westbound					
Manufactured goods (including iron and steel, railroad material, machinery, textiles, etc.....	1,403,411	2,019,590	2,273,381	1,769,881	1,957,131
Oils (including crude refined, vegetable, etc).....	988,829	1,065,184	1,122 398	951,627	752,201
Metals, various	174,104	270,703	322,896	206,933	261,111

Importance of the Port of Vladivostok

BY P. SHABLINSKY

(Reprinted from the Manchuria Monitor, Harbin)

VII. General Characteristics of the Trade of the Port

THE general trade of the port of Vladivostok, according to data collected by the Commercial Agency of the Ussuri Railway, was expressed by the following figures (in thousands of poods) for the past three economic years:

	1923/24	%	1924/25	%	1925/26	%
Total trade	57,156	100	69,980	100	95,492	100
„ exports	49,263	86.2	61,201	87.5	83,281	87.2
„ imports	7,893	13.8	8,779	12.5	12,211	12.8

Taking the figure of the trade of the port in 1923/24 as 100, we obtain the following picture of the growth of the trade in per cent.:

	1923/24	1924/25	1925/26
Total trade	100	122.4	167.1
„ exports	100	124.2	169.1
„ imports	100	111.2	154.7

The above figures prove, in the first place, the extraordinarily rapid growth of the general trade of the port of Vladivostok, and also the growth of its two composite parts—exports and imports.

The total trade in 1924/25 exceeded the trade in 1923/24 by 12,824 thousands of poods, or by 22.4%, and the total trade in 1925/26 exceeded the trade in the foregoing year by 25,512 thousands of poods, or by 44.7% and the trade in 1923/24 by 38,336 thousands of poods, or by 67.1%. The average yearly increase of the total trade at the port of Vladivostok during the past three years equalled 19 million 168 thousand poods, or 33.6%.

Undoubtedly such increase in the trade of the port must be considered remarkably rapid and promising well for the

[1]) Vid. "Manchuria Monitor" No. 11-12 for 1926.

Cement	(1)	113,726	303,724	359,831	283,328
Coal and coke	404,389	280,343	281,935	255,345	315,632
Sulphur	100 449	117,084	146,712	165,925	188,889
Automobiles..	(1)	51,474	110.351	145,676	125,820
Cotton, raw...	198,684	122,728	100 925	145,604	226,092
All others	2,226,068	3,045,427	3,197,778	3,595,865	3,926,893
Total	5,495,934	7,086,259	7,860,100	7,596,687	8,037,097
Eastbound					
Oils.....	296,394	4,388,909	9,755,341	5,980,622	5,930,716
Lumber.....	720,622	1,539,340	1,824,438	2 255,421	3,200,311
Nitrate.....	470,796	1,664,751	1,744,580	2,155,814	1,878,050
Wheat	804,736	816,392	1,352,333	1,078,844	1,187,741
Ores, various	156,136	712,681	1,062,774	1,286,634	1,620,758
Canned goods (fish, fruit, vegetables, etc.).....	344,601	489,461	444,595	500,043	595,952
Metals, various.....	179,582	347,715	360,822	436,261	449,278

[1]Quantity negligible.

Principal commodities moving through the Panama Canal during the period July 1 1921, to June 30, 1926—Continued

Commodity	1921-22	1922-23	1923-24	1924-25	1925-26
Eastbound—contd.					
Sugar.....	257,967	296,471	270,633	211,168	319,045
Barley	418,234	379,542	266,859	236,115	313,535
Cold-storage food products.	193,396	138,090	167,893	248,157	314,565
Fruit, dried...	(1)	90,187	103,469	135,832	150,229
Coffee	(1)	81,654	102,451	81,881	104,730
Wool	148,103	106,111	84,696	91,586	146,092
All others....	1,398,409	1,430,312	1,593,726	1,853,061	1,789,340
Total.....	5,388,976	12,481,616	19,134,610	16,560,439	18,000,351

[1]Quantity negligible.

Cargo from the Pacific to the Atlantic constitutes approximately 60 per cent of the canal's entire traffic movement. The increase of approximately 1,500,000 tons in this cargo was contributed mainly by lumber shipments. The largest decrease in the eastbound traffic was represented by the 300,000-ton drop in nitrate movement, as a result of the heavy floods during the first part of 1926 in the west coast South American countries, which caused such damage to the railways that very little nitrate was able to reach seaboard. The falling off in the oil trade by approximately 50,000 tons has been explained. All other commodities increased. The 400,000-ton expansion in ore shipments was occasioned by the movement of copper concentrates—antimony, tin, and zinc—from the west coast of South America and by the movement of iron ore from South Africa.

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years to follow. It is interesting to note that, from a statement appearing in the official Soviet press[2]), the port of Vladivostok held the third place according to its trade among all the ports of the Soviet Union in the past year.

The growth of the two composite parts—imports and export—proceeds in an almost parallel way (the increase of exports is somewhat more rapid than that of imports).

On the other hand, the first table shows that the trade of the port of Vladivostok actually is of a purely export nature: the total of exports in 1923/24 equalled 86.2%, in 1924/25—87.5% and in the past year of 1925/26—87.2% of the total turnover of goods.

This fact deserves our attention because the port of Vladivostok during the period of its existence has several times changed the current of its movement of goods.

Until 1922 Vladivostok was principally a port for imports: leaving aside its quite exceptional trade in 1916, when out of 160.5 million poods of goods handled by the port only 32.3 million poods, or 20%, were listed as exports, whereas imports reached the tremendous figure of 128.2 million poods, or 80% of the total trade for the year in question. Taking as an example the year 1913 with the normal trade of the pre-war years, the total trade of the port amounting to 89.7 million poods was divided into 32.3 million poods of exports only 9 (or 36%) whereas imports constituted 57. 4 million poods, or 64% of the total turnover of goods at the port.

The principal reason for the change in the nature of the trade of the port of Vladivostok is due to the tremendous growth within the past few years of the agricultural production of North Manchuria, for which the port of Vladivostok is the nearest and most convenient exit to the world's markets.

On the other hand, in consequence of the transmutation of Vladivostok from an import into an export port, at the present time the port is fully equipped and supplied for the acceptance and transshipment of both import and export commodities.

According to the *nature of maritime transportation* the above figures in respect of the total trade of the port during the past three fiscal years were divided as follows:

	1923/24	1924/25	1925/26
Total trade	57,156	69,980	95,492
Including			
Foreign	48,364	61,975	84,199
Distant coastwise	3,493	2,695	4,719
Near coastwise[1])	5,299	5,310	6,575

or in %% of the total turnover:

Total trade	100	100	100
Including:			
Foreign	85	89	88
Distant coastwise	6	4	5
Near coastwise	9	7	7

In percentage the total turnover of trade, according to the category of navigation, was distributed during the period of three years under review as follows: foreign trade represented in 1923/24—85% of the total turnover, in 1924/25—89%, and in the past year of 1925/26—88%. The distant coastwise turnover was 6% in 1923/24, 4% in 1924/25 and 5% in 1925/-26. The near coastwise turnover was 9% in 1923/24, 7% in 1924/25 and in 1925/26—7% as well.

The insignificance of both the absolute and relative figures of trade on vessels of near and particularly of distant coastwise navigation is the consequence of political and economic events which occurred five years ago, namely: Japanese intervention in the Far East from 1918 to 1921, and the resulting fissure between the remote districts of the Far East and their economic and administrative centre—Vladivostok; the famine on the Volga and in the central districts of Russia in 1921 and the resulting delay in the organization of the Soviet mercantile marine. The latter began its work under most unfavourable circumstances for mercantile navigation, especially on the longest route from Odessa to Vladivostok.

If we take the trade of the port in 1923/24 as equal to 100, the increase of its component parts, considered from the viewpoint of navigation, will appear as follows (in per cent.) in the past three years:

	1923/24	1924/25	1925/26
Foreign	100	128	174
Distant coastwise	100	77	135
Near coastwise	100	102	124

It appears from the last two tables not only that the foreign turnover of goods plays a predominant part in the general trade of the port but that it is even marked by very rapid growth: in 1924/25 it increased by 28% against 1923/24, and in 1925/26 it exceeded the figure for 1923/24 by 74%.

[2]) "Monitor of communications" of the People's Commissariat of Communications, 1926 No. 32 page 3.

[1]) Exclusive of internal port transportations.

An analysis of the fundamental items of the general turnover of goods by categories of navigation gives the following picture.

	(thousands of poods)		
	1923/24	1924/25	1925/26
Total exports	49 263	61,201	83,281
Foreign exports	46,644	58,908	79,995
Distant coastwise	655	12	325
Near coastwise	1,952	2,280	2,962
or in per cent. of the total exports:			
Foreign	94.7	96.28	96.0
Distant coastwise	1.3	0.02	0.4
Near coastwise	4.0	3.7	3.6

In respect of imports we have the following table (in thousands of poods):

	1923/24	1924/25	1925/26
Total imports	7.892.	8,779	12,211
Foreign	1,719	3,067	4,204
Distant coastwise	2,826	2,683	4.394
Near coastwise	3,347	3,030	3,613
or in per cent. to the total of imports:			
Foreign	21.8	34.9	34.4
Distant coastwise	35 8	30 6	36.0
Near coastwise	42.4	34.5	29.6

This shows that exports through the port of Vladivostok in the past three years have been mainly foreign: in 1923/24 they amounted to 46.6 million poods, or 94.7% of the total of exports, in 1924 25 to 58 9 million poods, or 96.3% and in 1925/26 to 80.0 million poods, or 96.0%.

Exports carried upon vessels of the near coastwise trade amounted to 1,952,000 poods, or 4% of the total for exports in 1923/24, to 2,280,000 poods, or 3.7%, in 1924/25, and to 2,962,-000 poods, or 3.6%, in 1925/26.

The distant coastwise trade exports for the time being stand very low both by their absolute value and in percentage of the total of exports.

As regards imports, it will be noted that they are distributed more or less equally between the three different categories of trade: foreign, distant coastwise and near coastwise, distant coastwise imports actually holding the first place. In 1924/25 they declined against 1923/1924 by 143,000 poods, but in 1925/26, they rose against 1923/24 by 1,568,000 poods, or 55.5%, and against 1924/25 by 1,711,000, poods, or 63.8%.

If we take the absolute figures of the foreign, distant coastwise and near coastwise exports and imports in 1923/24 as equal to 100, then the changes, which have occurred in the past three years will appear as follows (in per cent.):

	1923/24	1924/25	1925/26
Exports:			
Total.....	100	124.2	169.1
Foreign	100	126.3	171.5
Distant coastwise	100	1.8	48.9
Near coastwise..	100	116.8	151.7
Imports:			
Total.....	100	111.2	154.7 [2])
Foreign	100	178.4	244.5
Distant coastwise	100	94.8	155.5
Near coastwise ..	100	90.5	107.5

The above figures in a general way give a vivid picture of the *growth* of the composite parts of export and imports during the past three years, foreign export and imports have grown most rapidly: the former increased in 1924/25 by 12,254,000 poods against 1923/24, or by 26.3%, and in 1925/26 they exceeded the foreign exports of the preceding year of 1924/25 by 21,087,000 poods, or 35.8%, and when compared with the foreign exports in 1923/24 they show an increase of 33,351,000 poods, or 71.5%.

Foreign imports show very rapid increase: in 1924/25 they increased by 1,348,000 poods, or 78.4%, against the foreign imports in 1923/24, and in 1925/26 they exceeded the figure for 1924/25 by 1,137,000 poods, or 37.4%, and that for 1923/24 by 2,485,000 poods, or 144.5%. In other words, the foreign imports through the port of Vladivostok have increased almost two and a half times within the past two years.

This must also be considered extremely rapid growth.

It is the consequence of the organization in January 1925 in the harbour of Vladivostok of a free port (Transit Section) and the granting of a great many privileges and exemptions to exporters and importers working through the port of Vladivostok, on the strength of a Decree of the Council of People's Commissaries of March 11, 1926. These are enumerated in Chapter 4 of the present article.

Exports carried by vessels of the near coastwise trade also show rather rapid growth: in 1924/25 they grew by 328,-000 poods, or 16.8%, against, 1923/24, and in 1925/26 by 1,010,008 poods, or 51.7%, against the same year of 1924/25.

[1]) The growth of imports through Dairen in the past three years was as follows (in per cent): in 1923—100%, in 1924—124%, in 1925—126%.

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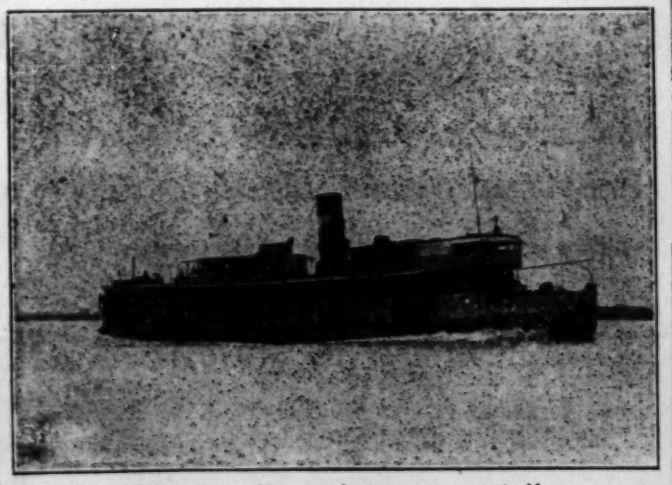

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By their absolute figure they exceeded all the post-war small coastwise exports, and reached the same level as the small coastwise exports in pre-war years (they exceed the small coastwise exports of 1909 by 2,000 poods.

The near coastwise imports generally did not show any considerable changes within the past three years: in 1924/25 they declined by 317,000 poods, or 9.5%, against 1923/24, and in 1925/26 they increased by 266,000 poods, or 7.5%, against the same year of 1923/24. In 1923/24 they represented 42.4% of the total of imports, and in 1925/26 they amounted to only 29.6% of the total of imports owing to the rapid growth of foreign and distant coastwise imports.

The following figures will show the place held by exports from North Manchuria and imports to the same country in the foreign (transit) trade of the port of Vladivostok, and the increase of the two in the past three years (in thousands of poods):

	Foreign exports	Includ. exports from N. Manchuria	%% to 1923/24	Foreign imports	Includ. imports to N. Manchuria	%% to 1923/24
1923/24.	46,644	37,074	100	1,719	280	100
%%...	100	79.5		100	16.3	
1924/25.	58,908	48,026	129.5	3,067	1 300	464.3
%%....	100	81.5		100	42.4	
1925/26.	79,995	71,594	193.1	4.204	3,171	1,132.5
%%....	100	89.5		100	75.4	

The above figures show that in 1923/24 the transit exports from North Manchuria represented 79.5% of the total foreign exports through Vladivostok, in the following year of 1924/25 they already amounted to 81.5%, and in the past year of 1925/26 to 89.5% of the total of foreign exports; accordingly, in the past few years the exports of products of the Soviet Far East amounted to only 10.5% of the total of foreign exports from this port.

Moreover, transit exports from North Manchuria through the port of Vladivostok show extremely rapid growth: in 1924/25 they increased by 29.5% as compared to 1923/24, and in 1925/26 they exceeded the foreign exports of the said year by 93.1% i. e. they almost doubled. (The total of foreign exports in the same period increased by 71.5% only).

The transit imports into North Manchuria have made, as we have seen, even greater stride forward: in 1924/25 they increased by 1,020,000 poods, or 364.3%, against 1923/24, and in the past year of 1925/26 they exceeded the imports into North Manchuria in 1923/24 by 2,891,000 poods, or 1,032.5 per cent. Proportionately to the total of foreign imports through the port of Vladivostok they are also growing," most rapidly: in 1923/24 imports into North Manchuria through Vladivostok constituted only 16.3% of the total of foreign imports, in 1924/25 they increased to 42.4%, and in the past year of 1925/26 they already represented 75.4% of the total of foreign imports through Vladivostok.

It has already been noted that such rapid growth during the past two years in the volume of North Manchurian exports through the port of Vladivostok, and particularly of imports passing through it and consigned to North Manchuria, are a consequence of the organization of a *Free Port* at Vladivostok and the granting of numerous exemptions and privileges to importers and exporters working through the port.

Therefore, a schematic analysis of both the total trade handled by the port of Vladivostok and its fundamental component parts—exports and imports,—shows that *Vladivostok is handling* principally *transit goods from and for foreign markets*, and, accordingly, at the present time it is principally a *port exporting in transit.* Its development in this respect is proceeding most rapidly.

VIII. Trade of the Transit Section by Categories of Goods

A. *Transit exports*

North Manchurian exports through the Transit. Section of the port of Vladivostok by categories of goods and countries of destination may be observed from the following table giving data for the past two operating years (in thousands of poods):

Denomination of goods		COUNTRIES OF DESTINATION Europe	Japan	Korea	China	America	TOTAL
Beans.....	1925/26	28,064	9,395	—	14	—	37,473
	1924/25	32,092	3,373	2	—	—	35,467
Bean cake....	1925/26	24	20,560	1	—	—	20,585
	1924/25	62	5,601	17	—	—	5,680

Bean oil	1925/26	2,106	—	—	—	—	2,106
	1924/25	1,899	—	—	—	—	1,899
Kaoliang, corn, buckwheat, millet,	1925/26	74	1,799	33	3,730	—	5,636
	1924/25	Listed in the column of other cereals					
Hempseed	1925/26	95	397	—	—	—	492
	1924/25	228	192	2	—	—	422
Other cereals..	1925/26	30	265	2	—	—	297
	1924/25	—	100	—	—	—	100
Wool	1925/26	4	3	—	25	1	35
	1924/22	—	21	2	80	2	109
Timber materials	1925/26	8	409	—	103	—	520
	1924/25	135	862	—	—	—	997
All other goods	1925/26	92	1	—	2	4	99
	1924/25	218	480	136	—	6	841
Total	1925/26	30,493	32,829	36	3,814	11	61,243*)
In %% of general total		4,530	492	—	6%	—	100%
Total	1924/25	34,638	10,629	157	80	8	45,514*)
In %% of general total		762	23,4%	0,%	0,%	—	100%
In 1925/26 plus or minus		-4,145	+22,200	-123	+3.794	+3	+21,139
Change in %% against 1924/25		88	309	23	4,842	137	148
		100	100	100	100	100	100

The most interesting parts of the above table are the last vertical column showing the component elements of North Manchurian exports through the Transit Section of the port, and the lower horizontal columns showing the distribution of these exports between the countries of destination, as well as the changes which occurred in this distribution within the past two years.

The overwhelming bulk of transit exports through Egersheld is constituted, as the above-mentioned column of the table shows, by *Soya beans* (in 1925/26—56% of the total of transit exports) and their products—*bean cakes* (31%) and bean oil (5%), then by kaoliang, corn, buckwheat and millet, hempseed and other cereals. As a whole, the agricultural production of North Manchuria in the operating year of 1924/25 constituted 95.7% and in the past year of 1925/26 already exactly 99% of the total of exports through the Transit Section of the port of Vladivostok.

The balance, representing quite an insignificant part consists of timber materials, wool from northeastern Mongolia, and other goods. All these commodities amounted to 4.3% in 1924/25, and 1925/26 to only 1% of the total of exports through the Transit Section of the port. Even if we add to them 4% of the goods from North Manchuria which in 1924/25 had passed through other sections of the port, and 7% of the goods which had passed through the same channels in 1925/26, the agricultural products of North Manchuria represented 92% of the total exports from North Manchuria via the port of Vladivostok.

Consequently, there is extraordinary uniformity in the nomenclature of transit exports through the port of Vladivostok. The latter serves as a point of transshipment for cheap bulky goods (grain, bean cake and to a certain extent timber) shipped from North Manchuria to foreign markets.

Considering the totals of the separate kinds of transit export goods from the viewpoint of the various changes which have taken place in respect of these totals during the past two years, we see that in the operating year of 1925/26 the exports of beans grew by 2,006,000 poods, whereby not only this general increase, but also a considerable share (4,028,000 poods) of beans consigned to Europe took the way to Japan; accordingly, the exports of beans through Vladivostok to Japan have actually increased in 1925/26 by 6,022,000 poods as compared to 1924/25.

Almost the entire exports of bean cake through Vladivostok went to Japan in the past year (only 24,000 poods going to Europe and 1,000 poods to Korea).

*) When comparing the general totals of exports through the Transit Section of the port of Vladivostok in the past two years with the totals of North Manchurian exports through the port of Vladivostok in the same two years, we observe that exports through the Transit Section do not cover all the North Manchurian exports through Vladivostok: the general total of North Manchurian exports through Vladivostok in 1925/26 amounted to 71,594,000 poods, whereas exports through the Transit Section amounted to 67,243,000 poods, i. e. 93% of the total of North Manchurian exports through Vladivostok. In 1924/25 exports from North Manchuria through *Vladivostok generally* amounted to 48,026,000 poods whereas exports through the Transit Section amounted to 45,514,000 poods, or 96% of the total or North Manchurian exports through Vladivostok.

Accordingly, 1924/25 2,512,000 poods, or 4%, and in 1925/26 already 4,351,000 poods, or 7% of North Manchurian exports passed through other sections of the port.

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The exports of bean oil through Vladivostok increased in the past year by 207,000 poods against 1924/25.

The decrease of 74,000 poods in the exports of wool through Vladivostok is explained by the fact that during the past winter an enormous mass of cattle perished in Mongolia owing to terrible snowstorms.

The decrease of 477,000 poods in the exports of timber materials is due to two circumstances:

firstly, to the general falling off in the past year of timber from North Manchuria, because of decreased demand for timber on foreign markets, and,

secondly, to the fact that a certain portion of Manchurian export timber was directed in 1925/26 for loading on board steamers to specially equipped moorings on the cape of Tchurkin. (In 1924/25 all the North Manchuria export timber consigned through Vladivostok was shipped only from the Transit Section of the port).

The second and most interesting part of the said table is represented by the items showing the *distribution* of North Manchurian exports through the Transit Section (in absolute figures and in per cent.) between the *consuming countries* and the changes in this distribution, which have occurred during the past two years.

As regards distribution, we see two fundamental directions which absorbed almost the entire North Manchurian exports through the Transit Section: one to Europe and the other to Japan. In 1924/25 34,638,000 poods, or 75%, were shipped through the Transit Section to Europe out of a general export figure of 45,514,000 poods, and to Japan only 10,629,000 poods, or 23·4% of the total exports through the Transit Section. Korea received 159,000 poods, or 0·4%, and China only 80,000 poods, or 0.2% of the total of, exports.

In the past operating year of 1925/26, of 67,243,000 poods of general exports through the Transit Section of the port of Vladivostok Europe was the destination for 30,493,000 poods, or 45%, Japan for 32,874,000 poods, or 49%, China for 3,874,000 poods, or 6%, and Korea and America for 47,000 poods only, or less than 0·1% of the entire exports through the Transit Section.

During the two years just mentioned the importance of these two currents of goods traffic has suffered a marked change: with a general increase of exports from Egersheld in 1925/26, amounting to 21,729,000 poods, or 48% over the exports in 1924/25, the outflow of goods to Europe decreased by 4,145,000 poods, or 12%, and the movement of goods to Japan increased by 209% against 1924/25.

Consequently, the movement of goods from North Manchuria to Japan in the operating year of 1925/26 absorbed not only the total general increase of exports from Egersheld but even took away 4,145,000 poods from the European direction.

This increase in the Japan route was effected principally in the form of an increase of shipments there-to from Egersheld, viz bean cake for 14,959,000 poods and beans for 6,022,000 poods.

In respect of the latter there is reason to suppose that their growing imports to Japan are effected principally for the expanding bean oil industry in Japan.

Particular interest is attached to the shipment of certain North Manchurian products through Vladivostok to ports in China, which began in February, 1926, and has since been increasing in volume. The ports in question are mainly Shanghai, Tientsin and Tsingtao.

The first place among the goods shipped through Egersheld to Chinese ports is held by kaoliang, which found continuous demand upon the market of Shanghai largely through the efforts of the Commercial Agency of the Chinese Eastern Railway.

Timber materials hold the second place (aspen logs) Such logs have been shipped in the year past to the extent of 103,000 poods under a contract entered into between the Administration of the Chinese Eastern Railway and the Hua Chang Factory at Shanghai. It should be noted that the Shanghai consumers are manifesting growing interest in North Manchurian timber, for which excellent opportunities are being opened upon the Shanghai market,

Wool and beans come next. It is true that the latter are only beginning to make their way to the ports of Central China. A great hindrance in this respect has been and still is the high import duty levied upon them in the said ports.

It is probable, however, that only because of the novelty of this enterprise, beans which are being transported from North Manchuria to Shanghai and other ports in Central China through Vladivostok are regarded as foreign goods by the officials in the named Chinese ports and accordingly are rated—in respect of the Customs duty payable—as such.

B. Transit imports.

The following were the transit imports (in poods) to North Manchuria through Vladivostok during the past two operating years:

Commodities	1925/26	1924/25	In + or —	1925/26
Rails and fastenings....	410,285	1,257,389	+	847,104
Sugar	154,006	425,717	+	271,713
Metals	27,467	270,870	+	243,403
Metallic articles	18,931	237,417	+	218,486
Gunny bags.....	273,311	254,196	—	19,315
Tramway equipment ..	—	160,472	+	160,472
Kerosene	234,444	156,589	—	75,855
Fresh fruits	25,485	104,963	+	79,478
Brick tea	72,058	63,324	—	8,734
Onions, turnip-like	24,104	43,462	+	19,358
Paper and cardboard ..	—	36,306	+	36,306
Electric materials	5,243	27,825	+	22,582
Gasoline (benzine)	11,527	23,488	+	11,961
Cement	1,638	17,061	+	15,423
Glass, sundry	2,448	15,025	+	12,577
Machines	9,937	9,409		528
Paints and dyeing materials	—	7,289	+	7,289
Chalk, gypsum and alabaster	21,738	7,194	—	14,544
Piece goods.....	1,333	6,029	+	4,696
Cotton and cotton wool .	460	3,447	+	2,987
Binder twine.....	—	1,561	+	1,561
Tobacco and tobacco manufactures	—	1,479	+	1,479
Other goods	7,654	40,605	+	32,951
Total.....	1,300,269	3,171,117	+	1,870,848

The above list of goods and the quantities indicated clearly show not only the classes of goods imported for the requirements of North Manchuria, but also the extremely rapid growth in the importation of almost all of these commodities (of 23 different categories of goods mentioned only 5 show a reduction in the quantity imported).

It will be seen that the largest increase was the importation of rails and fastenings, followed by sugar, metals and metallic articles. The importation of fresh fruits also gave very considerable increase (104,963 poods in 1925/26 against 25,485 poods in 1924/25), paper and cardboard (by 36,306 poods) electric materials, (by 22,582 poods), and, lastly, the group of "other goods" (40,605 poods against 7,654 poods).

The above mentioned commodities imported in transit were consigned from the following ports and countries; Antwerp, Bremen, Hamburg, Hull, London, Rotterdam, Calcutta, Java, Hong Kong, Shanghai, Kobe, New York, Boston, etc.

IX. Vessels calling at the port

The following table shows the nationality of the vessels calling at the port of Vladivostok during the past three years and the general tonnage of each flag:

FLAG	1923/24 Number of calls	1923/24 Tonnage in net registered tons	1924/25 Number of calls	1924/25 Tonnage in net registered tons	1925/26 Number of calls	1925/26 Tonnage in net registered tons
Japanese ..	229	285,161	282	372,799	311	523,411
U.S.S.R. ..	70	78,945	49	70,712	60	76,492
British ..	39	164,527	46	217,453	39	184,616

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Kou Van Yoon, Manager of the E. Zung Fong Cotton Yarn House.
Woo Ling Shu, General Manager of the Tung Yih Cotton Mill.
Lou Cho Bin, Manager of the Mo Chang Cotton Yarn House.
P.W. Zee, General Manager of the Dah Foong Cotton Mill.
Cheng Song Ding, Manager of the Zung Shen Cotton Yarn House.
Shi Van Tai, General Manager of the Tsing Tai Cotton Mill.
Kuan Chun Mow, Manager of the O'Tung Cotton Yarn House.
Seu Tsing Jan, General Manager of the Poh Yei Cotton Mill.

—Auditors—

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December	27	1924	Vol.	31	No.	4
February	14	1925	„	„	„	11
May	9	„	„	32	„	10
June	27	„	„	33	„	4
„	20	„	„	„	„	3
September	12	„	„	34	„	2
„	26	„	„	„	„	4
December	26	„	„	35	„	4
August	14	1926	„	37	„	11
„	28	„	„	„	„	13
September	4	„	„	38	„	1
„	25	„	„	„	„	3
October	9	„	„	„	„	6
„	16	„	„	„	„	7
„	23	„	„	„	„	8
„	30	„	„	„	„	9
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THE CHINA WEEKLY REVIEW

4 Avenue Edward VII

Shanghai.

Dutch ..	13	62,731	13	63,064	15	74,031
Norwegian .	11	17,490	10	18,147	15	24,680
Danish ..	2	10,731	13	58,528	13	58,782
German ..	5	20,507	6	20,862	9	28.881
Chinese ..	4	6,693	3	2,496	6	6,593
Swedish ..	11	36,555	4	15,984	4	17,103
Italian ..	—	—	2	6,794	2	8,688
U.S.A. ..	—	—	2	8,797	1	4,830
Panama ..	1	2,995	—	—	—	—
Korean ..	3	394	—	—	—	—
Total of calls	388	686,433	430	855,	475	1,008,107
Growth of tonnage .	100%	100%	111%	125	122	147%

First place as regards the number of calls and the importance of the tonnage serving the port is held, as will be seen, by the Japanese mercantile marine. The second place according to the number of vessels—by the Soviet mercantile marine, and to tonnage—by British vessels; the third place to the number of vessels calling—is held by the British and to the tonnage—by the Soviet ships. The general number of vessels calling in the past two years has increased in comparison to 1923/24 by 22% and the general tonnage—by 47%.

The largest increase both as regards the number of vessels calling and tonnage is shown by the Japanese mercantile marine, the number of vessels of which calling at the port was increased by 82 in two years and the tonnage by 238,250 tons. The Danish mercantile marine increased the number of calls at the port in two years by 15 and the tonnage by 48,047 tons. England, without changing the number of calls of her ships at the port, increased her tonnage for Vladivostok by 20,089 tons.

The above table represents the result of registry effected by the port authorities at Vladivostok covering the calls of vessels at the port during their regular sailings to Vladivostok.

At the present time regular sailings to Vladivostok are maintained by the following European and Japanese steamship companies:

1. The East-Asiatic Company (Danish). The Company's own steamers call at Vladivostok not less than once every month.

2. The Glen & Shire Line (British). The steamers of this Company call at Vladivostok regularly twice a month. All the steamers of the Company are equipped with tanks for carrying bean in oil bulk, and about one half of the steamers have refrigerators.

3. The Holland-East Asia Line (Dutch). The steamers of this Company call at Vladivostok regularly every month.

4. The Rickmers Line (German).

5. The Kawasaki Kisen Kabushiki Kaisha (Japanese connects Vladivostok by monthly sailings with the ports of the western and northern coasts of Japan.

The Ussuri Railway has an agreement with the said Company for the transportation of goods under through bills of lading.

6. The Osaka Chosen Kaisha and Chosen Yussen Kaisha (Japanese) maintain regular sailings to the ports on the western and eastern coasts of Japan, with calls at intermediate Korean ports.

The shipping office of Shiosen Gumi is the agent for the above mentioned companies at Vladivostok.

The foreign vessels arriving at Vladivostok avail themselves of the services of the following agencies:

1. Commercial Agency of the Ussuri Railway,
2. Bryner & Co.,
3. Kokusai Unyu transportation office,
4. The above mentioned transportation office of Shiosen Gumi, which also acts as agents for the Yamashita Steamship Company, with which the Chinese Eastern Railway last autumn entered into an agreement for the transportation of goods through Vladivostok.

X. Part played by the vessels of the Sovtorgflot (Soviet Mercantile Marine) in the trade of the port of Vladivostok

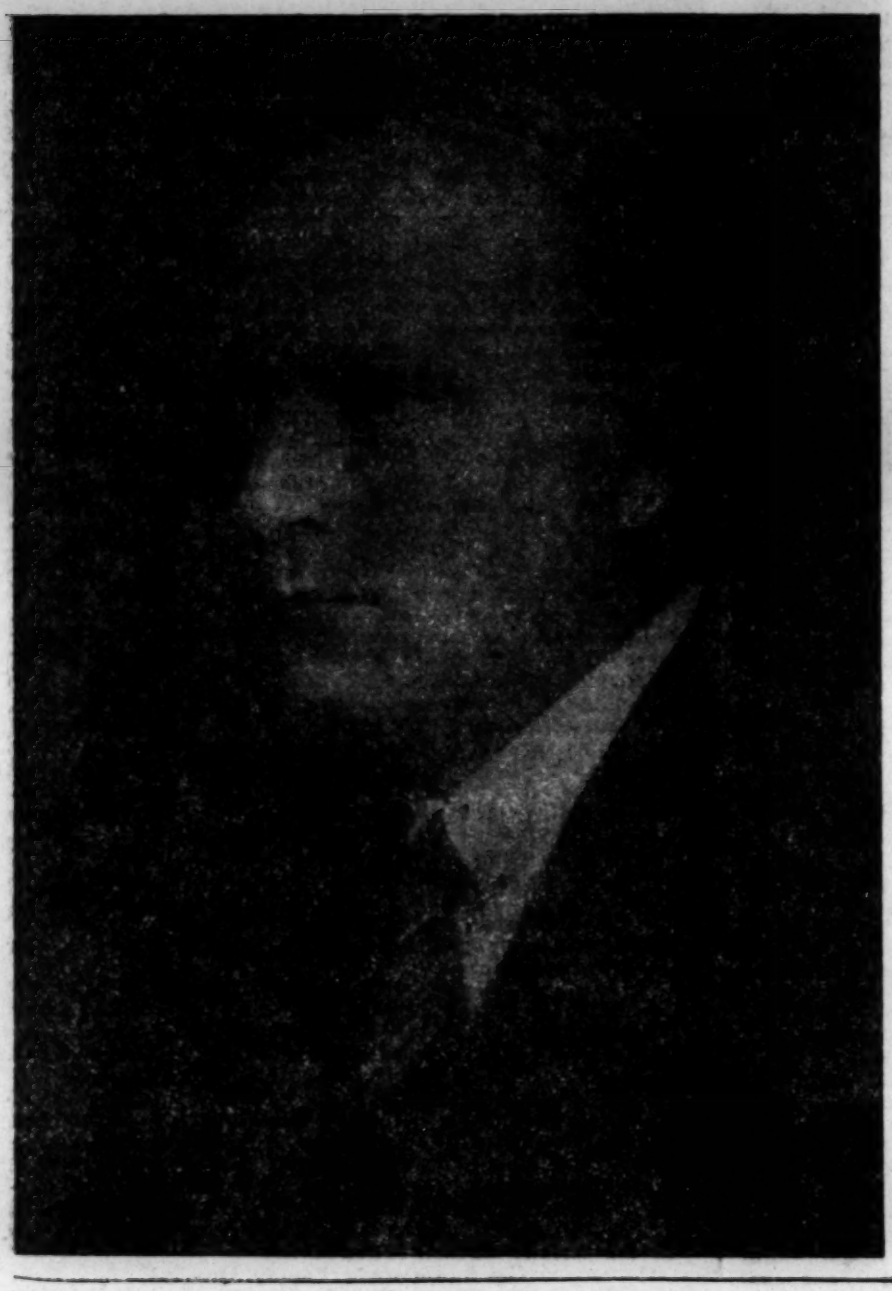
The Soviet Mercantile Marine in the Far East has to follow three basic purposes;

1. To maintain regular connection between Vladivostok and remote districts of Eastern Siberia, such as the districts of Lower Kolymsk, Chukotsk—Anadyr, Okhotsk—Kamchatka, Nikolaevsk—Saghalien, and the-sea coast from Soviet Harbour to Possiet.

2. To maintain regular connection between Vladivostok and the ports of the Black Sea, and through them—the European part of the Soviet Union.

3. To establish and strengthen trading relations of the Soviet Far East and North Manchuria through Vladivostok with the ports of China, Korea, Japan, Australia and India.

Chas. W. Atkinson of Socony Retires Owing to Illness



Charles Whittlesey Atkinson, General Manager of the North China department of the Standard Oil Company since 1918 and who has been connected with the company since 1901, has retired and returned to the United States, the immediate cause of his retirement being ill health. After joining the Standard Oil Company, Mr. Atkinson was sent to Yokohama and in 1908 became manager at Kobe. In 1907 Mr. Atkinson was marriied to Miss Gladys Howard, daughter of the general manager of the old Pacific Mail Steamship Company in Japan. In 1917 Mr. Atkinson was made general manager of the Standard Oil Company in Japan and was transferred to Yokohama and in 1918 he was transferred to China and shortly afterwards became general manager here. He has been active in the affairs of the American community, particularly the Shanghai American School, Columbia Country Club and so on. According to the current number of the *Mei Foo Shield*, the official publication of the Company, both the Executive Board and Marketing Board have passed resolutions expressing deep regret at Mr. and Mrs. Atkinson's departure, and hoping for his early recovery. Mr. Atkinson is a graduate of Amherst College and was a classmate of President Calvin Coolidge. The picture herewith is from the current *Meifoo Shield*.

The first purpose is effected by five near coastwise lines, consisting almost exclusively of vessels of the Softorgflot[1]): "Kolyma", "Indigirka", "Tomsk", "Astrakhan" "Erivan" and "Simferopol", which carry to the said districts food products, implements and equipment for the catching of animals, the fishing, timber and mining industries, and, partly, agriculture in the coastal region of the Maritime province, bringing back on their return trips to Vladivostok various products of the fishing industry, trapping and hunting from the named districts.

The second purpose (connection of the Far East with the European part of the U. S. S. R.) is effected by the distant coastwise line from the Black Sea to Vladivostok.

This line, which was reestablished in 1924, is for the time being represented by two of the largest steamers of the Sovtogflot the "Transbalt" and the "Dekabrist", which carry to Vladivostok from the ports of the Black Sea such bulky articles as salt, sugar, kerosene products, and so forth. In the nearest future it is planned to reinforce this line by including the steamer "Vazlav Vorovsky".

Lastly. connection with the ports of China, Korea, Japan, Australia and India is maintained by the following steamers of the Sovtorgflot: "Pamiat Lenina", "Sishang", "Stavropol", "Oleg", and "Georgi".

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[1]) The Sovtorgflot also runs a few foreign chartered vessels.

Owing to the fact that these steamers have established sailings to Chinese ports, a regular shipping line was created through Vladivostok to these ports, Shanghai and Tientsin particularly, carrying certain kinds of agricultural products of North Manchuria (kaoliang, corn, millet and timber materials).

The foreign outward lines of vessels of the Sovtorgflot to Japan are carrying to Japanese ports consignments of beans, bean cake, timber, etc. On their return sailings, however, these vessels carry very little cargo. The Sovtorgflot also plans to establish regular sailings to Kobe and Osaka, which would give stability to the routing of exports from North Manchuria.

Nevertheless, the steamers of the Sovtorgflot during the past operating year have participated quite actively in foreign sailings, and this participation has had a definite effect both upon the reduction of freight rates to Vladivostok by foreign steamship companies, and upon as lessening the dependence of the port of Vladivostok upon foreign ocean tonnage.

The port of Vladivostok and the Soviet Mercantile Marine should fully realize all the opportunities they are offered for handling export consignments from North Manchuria and the Far East, for and carrying them to the nearest markets of the Pacific coast, particularly to such a port of world-wide importance as Shanghai.

It should not be forgotten that "a line creates a market" and that "trade follows the flag".

Developments in the China Situation for the Past Week

The long suspense is ended—Shanghai has passed to Cantonese or Nationalist control, the actual occupation taking place on Sunday, Monday and Tuesday of this week and not without a serious struggle for the Shantung troops put up a hard fight even after their commander, Admiral-General Pih Shou-tseng had fled from his headquarters into the International Settlement.

As these lines are written, shots may still be heard in the native areas of the city where small gangs of Shantung troops are still trying to hold out, but it is a futile fight for the Cantonese have won their major objective, the occupation of the chief commercial, financial and industrial city of China. Nanking, the capital of Kiangsu, located about 150 miles to the north of Shanghai on the Yangtsze River, still remains to be taken, but there also the fight is a futile one for nothing, apparently can stop the Cantonese 'steam-roller' now from dominating all of China south of the Yellow River, which means in other words that Canton now controls all of the provinces except Shantungung and Chihli and Manchuria.

Everything according to Plan

Gen. Ho Yin-Chin

The final capture of Shanghai was strictly according to the general Cantonese campaign which has been referred to previously in these columns. First, the Cantonese advancing northward from Canton occupied Hunan Province. Then they occupied Hupeh and the Wu-Han cities. From these points they drove out toward the coast in a fan-like movement, capturing first Kiangsi, then Fukien and Chekiang and now Kiangsu, or at least the important part of Kiangsu south of the Yangtsze, Anhwei province was taken practically without a struggle for both the officials of that province, Chen Tiao-yuan, tupan and Wang Pu, civil governor, went over to the South and joined in the campaign against the Northerners. The Cantonese would have captured Shanghai much earlier had it not been for the decision of Marshal Chang Tso-ling to come to the rescue of Marshal Sun Chuan-fang and send his Chihli-Shantung troops under Gen. Chang Chung-chang, Fengtien tupan of Shantung province, into the Yangtsze Valley. But Marshal Chang made the decision and sent an army estimated at 150,000 troops down the Tientsin-Pukow and Shanghai-Nanking Railways as far as Sungkiang on the Kiangsu-Chekiang border. While delaying the occupation of the Lower Yangtsze Valley for a time, the action of Fengtien has been of great benefit to the Nationalists for it has enabled them to defeat Fengtien here rather than being forced to carry the fight into Fengtien territory to the North.

How Shanghai Was Taken

The actual capture of Shanghai was effected by a clever strategy which forced the Northerners to evacuate the strategic city of Sungkiang without a battle. It was done by sending a force northward along the coast of Hangchow Bay to the east of Sungkiang, the Cantonese advancing directly from Hangchow, the capital of Chekiang province. This campaign was conducted by the Cantonese commander, Gen. Ho Yin-chin, who was responsible for the ousting of the Northerners from Fukien province some time ago. Thus, by means of this encircling movement, Admiral-General Pih Shou-tseng, commander of the Northern forces in the Shanghai area, was forced to evacuate Sungkiang and Minghong, the two outer defenses of Shanghai and fall back on the borders of the city.

Simultaneous Attacks to the North

While this drive against Shanghai was taking place, the Cantonese were conducting simultaneous drives against the Shanghai-Nanking Railway and the Tientsin-Pukow Railway northward of Shanghai. The Cantonese army operating directly north of Shanghai in the vicinity of Soochow and Changchow and Wusih is also led by Gen. Ho Yin-chin, although he is being assisted by Gen. Chow Feng-chi on the Shanghai sector. Gen. Chow was formerly a lieutenant of Marshal Sun Chuan-fang in Kiangsi, but following Sun's defeat by Gen. Chiang Kai-shek at Kiukiang, Gen. Chow went over to the South and has become one of the South's best fighters, aiding materially in the defeat of Marshal Sun's troops in Chekiang. The Cantonese army which is making the direct drive on Nanking is commanded by Gen. Lu Ti-ping while the campaign against the Tientsin-Pukow Railway in Anhwei Province is being led by Gen. Li Ching-ren whese objective is Pengpu, the strategic point and important commercial city to the south of Hsuchowfu, the latter city being located at the junction of the Tientsin-Pukow and Lung-Hai Railways. How long it will take for the Nationalists to take Nanking is not known, but the Kuomintang leaders in Shanghai claim they will be in possession of everything south of Shantung within two weeks.

Chang Tso-ling's Precarious Position

Although Marshal Chang Tso-ling, the warlord of Manchuria, has advanced southward of the Yellow River into Honan and has occupied Chengchow, the former headquarters of Marshal Wu Pei-fu, it is practically impossible for him to advance further south because of the united opposition of the Honan troops under Gen. Chin Yun-ao who is now commanding the remnants of the Chihli forces in that area. These forces are now actively in cooperation with the Nationalists, hence Chang Tso-ling is in a hopeless position from the standpoint of extending his power southward. It is of course impossible to forecast what may happen in respect to Chang Tso-ling, but it now seems that he will attempt to hold the territory roughly bounded by the Peking-Hankow, Lung-Hai, and Tientsin-Pukow Railways, otherwise Chihli and Shantung provinces and a small strip of northern Honan along the railway to the south of the Yellow River. However, anything is likely to happen now that the Chihli-Shantung troops have been so severely beaten in the Kiangsu and Anhwei fighting, so it is quite possible that Chang Tso-ling himself may be unseated by a rebellion in Manchuria, rumors of which are becoming altogether too frequent not to have some foundation in fact.

Foreign Forces Landed at Shanghai

When it became certain that the Chihli-Shantung troops under Admiral-General Pih Shou-tseng had been defeated at Sungkiang and the Cantonese were advancing directly on Shanghai, the Shanghai Municipal Council issued a notification of 'emergency' and asked that the foreign forces stationed on the gunboats in the harbor be landed. The American Marines numbering approximately 1,500 were immediately landed and almost immediately afterwards the Japanese in equal number were landed. The American forces are quartered in Yangtszepoo and in the Western residence district, while the Japanese are stationed chiefly along Soochow Creek in the vicinity of their cotton mills.

The Kuomintang 'Family' Quarrel

The foreign, or strictly speaking, the British press, has been featuring the alleged split in the ranks of the Kuomintang Party, a *Reuters* message from Hankow on Sunday going so far as to state definitely that a near-break had occurred between Gen. Chiang Kai-shek and the radical or Communist faction at Hankow. According to this report, the Hankow radicals were supporting Gen. Tang Shen-chi, the Nationalist General against Chiang Kai-shek and that Gen. Chiang Kai-shek on the other hand was trying to effect a secret alliance with Marshal Chang Tso-ling against the Hankow Faction. Members of the Kuomintang party in Shanghai while admitting that a serious 'family quarrel' is in progress, minimize its importance and declare that nothing serious is likely to happen, at least not until the Nationalists have won their major objective. Some of the Kuomintangists, especially the more conservative ones then say that there is a possibility that the military faction led by Gen. Chiang Kai-shek, may oust the Communists and the Russians. Common sense would seem to indicate that for the present at least the Kuomintang will stick together, because each side needs the other. It has been the radical or Communist faction which has been able to put over the revolution with the Chinese laborers and it has been the labor elements both in the cities and in the country, which has had as much to do with the Cantonese victories as has the Nationalist Army. There is nothing unusual in this situation for it is present in all revolutionary movements. There is always a time where the more conservative or propertied interests become alarmed and try to slow down the revolutionary process, but usually they are disappointed, for the revolutionary doctrine once thoroughly spread, usually sweeps all before it.

Men and Events

C. H. Core, a member of the staff of Dodge and Seymour of Shanghai has returned from a business trip to the United States.

A. E. R. de Jonge addressed the Shanghai Quest Society on Monday, March 21 on the subject, "Our Standards of Measurement."

The British Government is shortly completing four new gunboats, the Petrel, Tern, Gannet and Seamew for service on the Yangtsze River.

The annual meeting of the General Frederick Ward Post of the American Legion, Shanghai, was held at the U. S. Court for China on Tuesday, March 22.

Frederick Moore, special correspondent for the *New York Times* in China departed last week for Nanking for the purpose of investigating the situation in that city.

The annual general meeting of the Shanghai Horticultural Society will be held at the British Consulate-General on Monday, March 28 at 5:15 o'clock in the afternoon.

Kuan Chun, former Senior Magistrate at the Shanghai Mixed Court has been appointed Senior Adviser to the Provisional Court of Appeals shortly to be established.

Rudolph Hildebrand, a German citizen, alleged to be a Bolshevik agent, was refused permission to land at Manila on March 19 and accordingly continued on the ship to Hong-Kong.

The Japanese community at Mukden on March 10 celebrated the 22nd anniversary of the victorious entry of Japanese troops into Mukden in 1905 after a ten day's battle with the Russians.

The American Marines stationed on the U. S. Transport Chaumont and the naval craft in the Shanghai harbor conducted a route march through the International Settlement on Monday, March 21.

The Royal Air Force Association of Shanghai will hold its annual reunion dinner at its club rooms in the Hongkong and Shanghai Bank Building on the evening of Saturday, March 26 at 8:15 o'clock.

Marvin C. McNeil a member of the U. S. Tariff Commission, Washington, D. C. has arrived in Tientsin for the purpose of investigating prices of Chinese products shipped to the United States.

Miss Mena Huizinga, instructor in Mathematics at Shanghai College was married on March 11 to Claire Welrose Lanam. Mr. Lanam being wireless operator on the U. S. S. Pope of the U. S. Asiatic fleet.

According to a news note in the *North-China Daily News* Mr. Koslovsky is shortly to be appointed Consul-General for the U. S. S. R. in Shanghai and that Mr. Linde, present Consul-General is to be transferred to Hankow.

According to a *Reuters* dispatch from Madrid on March 17 three foreigners were arrested in a hotel in Barcelona, Spain and were found to be in possession of a number of share certificates of the Bank of China. The certificates were supposed to have been stolen from a London bank some time ago.

Lady Hosie, Professor Soothill, Sir Charles Addis, E. M. Gull (secretary to the China Association), Mrs. Gull, Lady Delia Peel, and Dr. Giles (Keeper of Chinese Books at the British Museum), were the guests of the Geographical Section of the Forum Club at a Chinese dinner on February 2 in London.

The British Consul at Chungking, Mr. Pratt and several unarmed sailors from the British gunboat stationed at that place, were attacked by a Chinese mob on March 18 as they were engaged in the removal of some naval stores from the gunboat to the Navy canteen ashore. They were forced to abandon the stores to the mob and finally returned to the boat without serious injury,

Through an oversight, *The Review* failed to give credit for two pictures used in last week's issue. The pictures were, Gov. Tang Chi-Yao of Yunnan which was from the *Shanghai Times* and a picture of the recent trial of two Chinese generals by the "People's Commissiou" at Hankow, which was supplied by L. M. Wilson, correspondent for the North American Newspaper *Alliance*, N. Y.

C. E. Geddes, a former British resident of Hankow, but now living in the Shanghai-French Concession, reported to the police on Thursday, March 17 that four Chinese entered his house, bound him to a chair and forced him to sign checks amounting to Tls. 8.000, following which he was held prisoner for 24 hours thus enabling the robbers to cash the checks and escape, Mr. Geddes is 70 years of age and lived alone.

Limao Kuo a Chinese student who has been connected with the Universal Winding Company of Providence, R. I. and with Scott and Williams, Inc, of Laconia, N. H., is returning to China shortly to accept a position as textile engineer with the China Cotton and Silk Works at Shanghai. On his way home to China Mr. Kuo will visit textile plants in Germany. While a student at the Lowell Textile School, Mr. Kuo was awarded first prize for efficiency.

Dr. John C. Ferguson, former adviser to the office of the President of China, who is now in Shanghai, will address the China Society of Science and Arts at 5:30 o'clock, Friday, March 25 on the subject, "The Historical Development of Ceramics." The meeting will be held at the Royal Asiatic Society Lecture-Hall, 5 Museum Road. Dr. Ferguson also addressed the Royal Asiatic Society on Thursday, March 24 on the subject, "Political Parties of the Northern Sung Dynasty.

Approximately 25,000 Chinese laborers employed chiefly in local cotton mills and railways were on strike this week in Shanghai, the strikes being precipitated by a series of murders of faithful employes by radicals intent upon precipitating a general strike. Approximately 30 murders of this character have been perpetrated since the first of January according to the Shanghai Municipal Police Records, and despite the fact that the Council has offered rewards ranging to $2,000 for the arrest and conviction of the culprits, no arrests have been made.

Some 60 Californians are expected in Shanghai on the Dollar Line Steamer, President Polk, scheduled to arrive here on April 5. The party, includes Ulysses S. Grant, Jr., son of General Ulysses S. Grant, former President of the United States, and Mrs. Grant; R. B. Lane, capitalist of Los Angeles, and Mrs. Lane; Walter Ralphs, merchant of Los Angeles and Mrs. Ralphs and their children. The party is traveling under the auspices of the D. F. Robertson's Travel Bureau of Los Angeles and after stopping for a time in Shanghai they will proceed to Hongkong, Manila, Singapore and around the world.

The Rt. Rev. James Endicott, D. D., general secretary of the foreign mission board, United Church of Canada, and Rev. Alfred Gandier, principal of Knox College, Toronto, were the guests of honor and delivered addresses at a tiffin given on Tuesday, March 22 at the Union Club of China under the auspices of the Pan-Pacific Association. Dr. Endicott also addressed the congregation of Community Church, Shanghai on Sunday, March 19, and on the afternoon of March 22 he and Rev. Gandier were guests at a reception given by the

In the United States Court for China

In re Estate of STACY A. RANSOM, Deceased.

Cause No. 2908
Estate No. 647
NOTICE

Pursuant to an Order of said Court, notice is hereby given to all persons having claims against the estate of STACY A. RANSOM, deceased, to present the same with vouchers to the undersigned, on or before July 11, 1927, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course to the undersigned.

Stirling Fessenden
ADMINISTRATOR.
2 Kiukiang Road,
Shanghai, China.

members of the United Church of Canada Missions at the hostess house of the Y. W. C. A.

The February number of the *Mei Foo Shield* is devoted largely to descriptive articles and pictures pertaining to Japan, most of the material being contributed by members of the staff of the Standard Oil Company in Japan. One article by G. C. Hadden is devoted to Hokkaido. There is also an article entitled "A Visit to the Heavenly Bridge, by Kinzo Matsubayashi. There are pictures of the members of the foreign and Japanese staffs. Considerable space is devoted to an appreciative article regarding the work of C. W. Atkinson, former manager of the Company in China and Japan who has now retired on account of illness.

Daniel J. Swinehart, a former U. S. Customs agent and Harry Kuhn, engineer on a gun-running ship were sentenced to two years in the penitentiary and a fine of G. $10,000 each for complicity in an arms' smuggling case, according to an account appearing in the *San Francisco Chronicle* recently. In addition to the Americans, Jan de Bruyn, a dutch sailor received a similar sentence and along with them six Chinese, Wong Tai, K. C. Lee, Charlie Fook Gum, Leong Chow, Leong Duck, Yip Kock Wah and Albert Moon, each received sentences ranging from one year in jail to two years and fines ranging from G. $2,000. The arms were intended for China.

Announcement:—

Owing to the fact that many subscribers of the Review reside in the interior of China hence do not come in contact with the modern stores in Shanghai, there is necessity of bridging the gap between the buyers and the sellers. The China Weekly Review has inaugurated in its offices a BUYERS SERVICE BUREAU with a view to helping and undertaking to simplify purchases for our subscribers residing in outports. We shall also be glad to help in obtaining informations regarding prices, qualities, where available, etc.

This service is free to all of our readers, but a small commission will be charged to the sellers only when actual purchases are made. The BUREAU will also undertake handle to shipments, insurance, etc., if so desired by the buyers.

Address your inquiries to:—

Buyers Service Bureau

THE CHINA WEEKLY REVIEW

4 Avenue Edward VII
Shanghai.

From the Chinese Press

March 16—Peking report states that Belgium has decided to surrender extraterritorial rights in the new Sino-Belgian treaty now under negotiation—*Kuo Wen* report states that Central Executive Committee of Nationalist Government at Hankow has passed resolutions providing for immediate conference of Communist and Kuomintang factions to effect cooperation; that new departments of Education, Labor, Agriculture, Industry and Public Hygiene be established in Government; that funds be remitted for support of Kuomintang branches in Inner Mongolia; that delegates be exchanged with the Kuomintang branch in Outer Mongolia—Nationalist Government appoints Chow Hsin-tang, Li Hua-ho and Li Kuo-hsuan to board for administration of Ex-British Concession—Marshal Chang Chung-chang goes to Hsuchowfu and while Chang will travel back and forth between Hsuchowfu and Nanking that Gen. Chu Yu-puh will have control of the Fengtien troops at Nanking—Gen. Pih Shou-tsen states he is bringing 6,000 additional troops from Tsingtao to Shanghai—*Toho* report from Peking states that Fengtien troops have captured Chengchow, Honan province forcing Wu Pei-fu to retreat to Loyang—Kuomintang Provincial Committee in Canton issues circular telegram supporting the Hankow Central Executive Committee and is apparently undisturbed by agitations raised in Canton against Chiang Kai-shek movement started in Canton to recall Wang Ching-wei—Some 2,000 soldiers formerly under Sun Chuan-fang arrive in Canton and will be sent to the Whampoa Military Academy for special training for six months, following which they will be sent to the front.

March 17—Kuomintang branches in Anhwei and Kiangsu telegraph Hankow Central Executive demanding that Gen. Chen Tiao-yuan's name be removed from the lists of new Government Committees—Nationalist Government replies to Chiang Kai-shek's demand for funds to pay the army that the money will be remitted as soon as the budget has been passed by Committee—Third National Conference of Kuomintang shortly to be held in Hankow—Soochow front remains quiet, but Shanghai-Nanking Railway again cut by 'plain clothes' men at Chowhing between Wusih and Soochow—Generals Chang Hsueh-liang and Han Lin-tsung of Fengtien forces report to Chang Tso-ling that portion of 17th Fengtien army has crossed Yellow River in Honan and are advancing on Chengchow, Wu Pei-fu's headquarters—Fengtien forces enter Chengchow and Wu Pei-fu reported as departing for Loyang; Chin Yun-ao's troops concentrating at Hsin-yang—Gen. Chang Chung-chang reported back in Peking for conference with Chang Tso-ling and although secret reported that important change in military plans in the South is in prospect—Gen. Liu Tse-chien in Szechuen urges reduction in soldiers in province and unification of conflicting elements—Japanese Minister Yoshizawa in Peking informs Peking Government that it is impossible for Japan to agree to omission of 'most favored nation' clause in the Sino-Japanese Treaty, while Chinese claim they cannot recede from their previous position on this question; question to be discussed further on March 18th session—*Toho* Agency reports that Pengpu has not been captured, but other reports state that a force of Cantonese 'plain clothes' men invaded the area and cut the Tientsin-Pukow Railway, which has since been repaired—All Chinese shops closed in Soochow owing to panic among people owing to war situation—*Toho* Agency

(*Continued on page 115*)

TRADE MARK
J. R. Jennent
LAGER BEER
Gade, Price, Ltd.

SCOTT'S EMULSION

NATURE'S LUNG HEALING
& BODY BUILDING FOOD
Each Spoonful Leads
to Health.
Agents For N. China
Brunner, Mond & Co.,
(China) Lte.
Incorporated Under the Hongkong Ordinances

New Books of Interest in the Far East

The Manchu Cloud

The Manchu Cloud By James W. Bennett New York: Duffield and Company 1927, pp. 330 Price G$2.00.

The much abused "Old China Hand" reads with interest stories of the Middle Kingdom which deal with the realities of life and not merely the figments of romantic imagination of 'round-the-world-travellers. Among the younger writers portraying life in the Far East from the angle of the resident of the East, Mr. Bennett is becoming well known. He has had unusual opportunities for study of Oriental life both in the Occident and in the Orient. He has observed the Oriental on the Pacific Coast of American and in New York City; he has been a Consular official in China and in Australia; he has been for a year Lecturer on the Short Story in a well-known Mission college in Shanghai where he had a chance to observe the missionary in his native haunts and at his worst; he has lived in Peking at a time when the old capital was torn with strife, the prey of fears and factions.

The result of Mr. Bennett's Lecture year was the publication a few months ago of a collection of Short Stories under the title *Plum Blossoms and Blue Incense.* This volume was done in collaboration with an able young Chinese writer, Soong Kwen-ling, and has been well received by the critics in China and America.

The material for *The Manchu Cloud* was obtained while the author was residing in Peking in 1924-25, at "Ta Pai fang Hutung, by the East Wall". During that year it was that Feng Yu-hsiang turned back from Jehol to seize Peking and end the war between Wu Pei-fu and Chang Tso-lin. With this thrilling chapter in the history of the "Republic" Mr. Bennett's new novel deals. We shall not "give away" the story under the guise of a review. Suffice it to say that the lights and shadows, the tragedy and comedy, loyalty and betrayal, to be found in the City of the Great Khan are set forth in a compelling manner. The conflict between Chinese and Manchu is more clearly delineated than in any other narrative which we remember to have read. The story is colorful in the extreme. The ancient capital forms a majestic tapestry on which interesting, if insignificant, figures of a mock republic carry on their dance of pleasure and of death, while "gray walls moulder round, on which dull Time feeds, like slow fire upon a hoary brand."

H. F. MacNair

St. John's University

Financial and Economic Japan

The 26th Financial and Economic Annual of Japan, 1926. The Department of Finance. Printed by the Government Printing Office, Tokio.

The efficiency of the Japanese Government is in nothing better illustrated than by the promptness with which such complete information concerning the financial and economic condition of the Empire is published, and in a language foreign to that in which the Government itself conserves its records. Reading the financial survey one learns that Japan's "public finance in the year under review shows in comparison not only with the conditions of the preceding but of years before the Great Earthquake, an increase in the revenue side and a decrease in the expenditure side. This fact is an indication that Japan's financial situation has been put on a firmer basis." Going over the statistics contained in the 228 pages one sees a record of steady development. Japan is doing wonders in wresting agricultural products from an inhospitable soil. Mineral deposits, particularly coal, are being extensively worked. However, despite the fact that Japan is abundantly blessed with coal, hydro-electric development goes steadily on, and wherever one goes in Japan one sees the high voltage electric-transmission lines. In the very nature of things, the Japanese government and Japan's business enterprises depend largely on borrowed capital. The Japanese therefore are careful to show the world what they are doing with the money.

Shanghai's Excellent Directory

North China Desk Hong List, 1927. North-China Daily News & Herald, Ltd., Shanghai. Mex $9.00.

Like all British institutions, the venerable Hong list was slow to make a change. Now, however, that a change in size and make-up has come the finished product is one to be proud of. The Hong List is always the latest of the various directories published in Shanghai to appear. However, the publishers continue their conservative policy of waiting until after the New Year and Chinese New Year changes before going to press. The publishers of the Hong List adhere to the idea that the race is not always to the swift. Accuracy is aimed at, and very largely attained. In addition to the premier port of Shanghai, all the treaty ports of North China and also Peking are carefully covered. Various classifications assist the searcher for information in getting his facts promptly. There are residential addresses, numerical listings of residents according to streets, lists of missionaries, agencies, etc.

(*Continued from page 114*)

reports that Chang Tso-ling holds conference with Gen. Chang Tso-hsiang, tupan of Kirin; Gen. Wu Chun-sheng, tupan of Heilungkiang and other Ankuochun leaders on the situation following the capture of Chengchow in Honan and reported that they will not press further south but will concentrate along the Lung-Hai Railway—Southern troops reported to have occupied Shushenchen, some 10 miles south of Ihing—More than 200 radical students in Manchuria reported to have left school and gone south to join the Nationalist Armies; also reported that serious unrest prevails in Kirin and Changchun and as result several arrests have been made including a professor in the Wen-Kai College who it is alleged had established a branch of the Kuomintang in the college; reported that Kuomintang members in Manchuria are fleeing to Dairen in the Japanese leased area.

March 18—Kuo Wen dispatch from Peking states that serious fires break out in Chengchow, Honan, following evacuation of Wu Pei-fu forces—Chang Chung-chang goes to Peking for conference on situation and reports to Chang Tso-ling that he has 30,000 troops in Hsuchowfu and 50.000 troops in Pengpu—Gen. Bei Tsung-hsi, commanding Nationalist troops, captures Pingwang and Ishing to the west of Lake Taiho—Wu Pei-fu appoints Gen. Ching Tuh-shun as commander of 25th Honan division—Kuomintang Central Executive at meeting in Hankow decides that (1) Tan Yen-kai and Sun Fo will have charge of enlistment of troops; (2) T. V. Soong, Minister of Finance, appointed head of joint finances of Kiangsu and Chekiang; (3) Teng Yen-ta be appointed chief of General Political Department—British Ratepayers in Hankow take action to hand over Concession to Special Bureau—Nationalists decide to make Gen. Tai Chih commander of 11th Southern Army—Gen. Pih Shou-tseng, commander of Shantung troops in Shanghai district establishes headquarters at former Admiralty at Lunghwa—Shanghai-Nanking Railway cut again between Wusih and Chowchinkang, causing stoppage of traffic for considerable period—Gen. Pei Bao-san turns up at Ishing with his troops but retreats to Changchow on Shanghai-Nanking Railway, thereby causing panic among Shantung troops who retreat to Chinkiang and Nanking—Definitely confirmed that Fengtien troops have occupied Chengchow, the headquarters of Wu Pei-fu in Honan and

(*Continued on page 116*)

THE JADE STORE

Antique and Modern Jade
Ornaments—Jewellery

12 A Nanking Road, Shanghai
'Phone C. 3237

PLUM BLOSSOMS AND BLUE INCENSE

By J. W. Bennett & K. L. Soong
Cloth, $3.50; Paper, $2.50

Fifteen short stories on China of which one was listed by E. O. Brien on his "Roll of Honor," in the year book of the American short story, 1926, and one was given "Honorable Mention" by the committee of the O. Henry Prize Story Collection, 1923.

The Commercial Press, Ltd., Publishers

The Report on

EXTRATERRITORIALITY

Copies of the Report of the International Commission which investigated the Practice of Extraterritoriality in China may be obtained by addressing The China Weekly Review, enclosing the sum of $1,00 to cover cost and postage.

The Report contains four sections as follows:

Part I.—Present Practice of Extraterritoriality in China.

Part II.—Laws and Judicial System of China.

Part III.—Administration of Justice in China.

Part IV.—Recommendations.

In addition there is an appendix containing the Declaration of the President of China to reform the laws and administration of justice; a summary of clauses from the treaties containing the Extraterritorial provisions; a list of modern Chinese courts and prisons and a report of the Committee which toured North and Central China investigating conditions.

THE CHINA WEEKLY REVIEW

4, Avenue Edward VII

Shanghai.

American Gold Bond Quotations

Name of Security	Coupon Rate %	Date of Maturity	Sale Price Mar. 18th.	Sale Price Mar. 17th.	Approx. Yield to Maturity Mar. 17th.
Czecho-Slovak Govt. Sinking Fund Loan...	8	Oct. 1, 1952	108¾	109	7.20
Czecho Slovak Government Ext. S.F. Loan..	7½	Oct. 1, 1945	107	107	6.85
Republic of Chile S. F. Loan	7	Nov 1, 1942	100½	100	7.00
Argentine Government Ext. S. F. Loan.....	6	May. 1, 1960	99	99½	6.05
Kingdom of Italy, Ext. S. F. Loan.....	7	Dec. 1, 1951	96½	96⅝	7.30
Austrian Government S. F. Guaranteed Loan..	7	June 1, 1943	104½	105	6.50
French Government Ext. S. F. Loan.....	8	Sep. 15, 1945	100½	100	7.00
Japanese Govt. (£)	5	1907/1947	79¾	80	6.85
German Governments S. F. Loan.....	7	Oct. 1, 1949	107¾	108	6.35
Deutsche Renten Bank 1st Lien Farm Loan	7	Sept. 15, 1950	103	103	6.75
Saxon Public Works Inc. 1st Mtge. Guaranteed S. F. Loan....	7	Feb. 1. 1945	103	103	6.70
German General Electric Co. S.F. Loan....	7	Jan. 15, 1945	103¾	105	6.50
Finnish Guaranteed Municipalities S. F. Loan	6½	Oct. 1, 1954	99	98½	6.60
Chicago Rapid Transit 1st. & Refunding Mtge.	6½	July 1, 1944	98	98½	6.65
Northern Ohio Power & Light Co. Debentures .	6½	Jan. 1, 1941	98½	98½	7.50
Cuban Domin. Sugar Co. 1st Lien S. F. Loan...	7½	Nov. 1, 1944	100	100	7.50
Camaguey Sugar Co. 1st. Mtge. S. F. Loan	7	Oct. 15, 1942	100	100½	7.00
Pennsylvania Dixie Cement Corpn. Cumulative	7	Pfd. Stock	100	100	7.00
Victor Talking Manchine Company Cum. Prior..	7	Pfd. Stock	98¾	98¾	7.09
Willys Overland Co.....	7	Pfd, Stock	92	92	7.61

(Continued from page 115)

Chin Yun-ao retreats to Hsinyang—Serious food riots develop in Hangchow with mobs looting rice shops—Kuomintang holds fifth plenary meeting and pass resolutions: (1) members of Kuomintang are under obligation to serve in army; (2) Nationalist Finance Minister will have charge of finances in Kiangsu and Chekiang; (3) abolish central military department; (4) appoint Teng Yen-ta as chief of general political department—*Toho* agency reports that Chiang Kai-shek delivers speech at Kiukiang in which he refutes charges that he is anti-Soviet and pro-Japanese, saying that the reports are nothing but slander; referring to his relations with Chihli-Fengtien he states he has no objection to taking them into the Kuomintang if they abandon their old practices; in reference to his attitude toward the Russians, he said that certain Russians had acted in an 'oppressive' manner but that this was the action of individuals, but if 'Russia treats China in an unequal way we will deal with her accordingly.

March 19—M. Dofgaresky, newly appointed Soviet Ambassador to Japan arrives in Harbin and after a few days there will proceed to Tokyo—Chinese authorities Mukden making desperate efforts to stay the drop of Chang Tso-ling's fengpiao or paper currency by prohibiting all dealings in gold and the export of metal money from Mukden—Hankow report states that Hung Chang-kuo has been appointed head of the new government in the ex-British Concession—Panicky conditions prevailing in Quinsan, Soochow, Wusih, Changchow and Nanking owing to fear of looting and violence in consequence of the defeat and retreat of Shantung troops; all shops closed and barricaded—Railway again cut at Wusih by 'plain-clothes' men of Nationalist forces—Generals Bei Bao-san, Fang Shao-ming and Tsung Chung-yen, who retreated from Ishing are now quartered in Changchow, the number of Northern troops in the city being estimated at 30,000—Wusih Merchants and industrialists call out entire force of Volunteers to protect city against lawless Northern troops—Chang Chung-chang departs from Peking for South, but reported he will remain for a time in Tsinanfu before proceeding to the battle front in Anhwei—Gen. Chiang Kai-shek reported by *Kuo Wen* Agency as having threatened to resign if Wang Ching-wei does not return immediately to his post as head of the Kuomintang Committee—Gen. Tang Sung-tse, commander of 8th Revolutionary army reported to have recently organized three new Kuomintang armies, which is reported as having the approval of Chiang Kai-shek—Soviet presents additional note to Peking Government regarding detention of Madame Borodin and Soviet couriers in Tsinanfu, but Marshal Chang Tso-ling counters with a strong note denouncing the 'Bolsheviks' and practically threatening war,—Heavy fighting develops along Hangchow Bay eastward of Sungkiang the Cantonese apparently trying to cut off Sungkiang by advancing directly on Shanghai across Whangpoo River—Nationalists capture Wukiang near Soochow—Central Labor Union Shanghai reported as calling general strike of two days duration for purpose of welcoming Cantonese to Shanghai—Strike murders continue with total of thirty since first of Year—Shanghai Municipal Council offers more than $20,000 in rewards for arrest and conviction of assassins.

March 20—Gen. Chang Chung-chang, tupan of Shantung has reported to the Ankuochun headquarters at Peking that the Soviet steamer Pamiat Lenina which was seized by Shantung troops at Nanking is still being held because the steamer contained three large boxes of propaganda which was concealed under the coal in the hold; as a result the Minister of Foreign Affairs in Peking is reported to have notified Moscow that it is unable to release Mrs. Borodin or the three Russian couriers who were kidnapped when the ship was seized—*Toho* report from Peking states that Nationalists are planning to close all offices of the Salt administration in Kwangtung and Fukien Provinces, hence there is fear that loans based on the Salt revenue may be defaulted—Gen. Chiang Kai-shek inspects Chinese gunboats under Admiral Yang Yu-chuang which recently went over to South and are now stationed at Kiukiang—Gen. Wang Pu arrives at Wuhu and reports that Northerners and Southerners are now facing each other at Tangtuhsien—*Toho* reports that Nanchang faction has decided not to recognize Wu-Han decision regarding creation of a 'body of chairmen' and to urge the restoration of the previous or 'Canton' system; Tan Yen-kai trying to mediate between the two factions; also reported that Nanchang faction wants to promote closer relations with Japan and is urging the dismissal of Borodin—150 prominent citizens of Tokyo entertain Tai Tien-chiu, Nationalist unofficial delegate in Japan—Chen Shu, jen, chief of civil administration bureau in Canton, commenting on Chiang Kai-shek's telegram to Wang Ching-hui asking him to return and mediate the

(Continued on page VI)

What the Ships Carry between America and China

Return of the Shanghai Customs

Pls.—1 Picul or 133 1/3 pounds; Bls.—Bales; Pcs.—Pieces; Mills—thousands; Hk. Tls.—Haikwan Tls., Aug. Customs Rate Tls. 1.41 equal Gold $1

SILVERLARCH, Jan. 18.

from U. S. A.

Cotton, Raw Bls. 275 *Pls.*		969
Grease	,,	98
Canned Sardines	Doz.	840
Oil, Lubricating, Mineral	Galls.	991
,, Kerosene, in Cases	,,	100,000

PRESIDENT MONROE.

February 8.

From U. S. A.

Cottons Yarn-dyed	Yds.	2,065
Woollen Blankets	Lb.	55
Chocolate	,,	384
Cotton Woo	Pls.	19
Copper Sheets, Polished	,,	3
Iron Pipe Fittings	,,	10
,, Nails, Cut	,,	20
,, Screws	,,	157
Iron Galvanized:		
Pipe Fittings	,,	9
Sheets, Plain	,,	46
Wire Shorts	,,	3,332
Leadfoil & Tinfoil, Mixture	,,	77
Wire Gauze	,,	26
Beans	,,	15
Borax	,,	168
Cement	,,	1,283
Cheese	,,	8
Fruits, Canned	,,	71
,, Fresh	,,	15
Hams	,,	2
Indigo Paste, Artificial:		
20 per cent	,,	2,802
50 ,,	,,	219
Ink, Printing	,,	194
Leather, Calf	,,	3
,, Patent	,,	12
,, Sole	,,	191
,, Unclassed	,,	18
Milk, Condensed	,,	110
Oranges, Fresh	,,	110
Packings, Unclassed	,,	2
Paints, Unclassed	,,	105
Paper, Writing	,,	593
,, Unclassed	,,	1,927
Soap, Powder	,,	23
Sulphur, Black	,,	548
Tobacco, Prepared	,,	195
Twine	,,	10
Imitation Leather	Pcs.	10
Lemons, Fresh	,,	68,550
Machines, Calculating	,,	3
,, Knitting	,,	2
Motor-cars	,,	24
Motor-trucks	,,	25
Oilcloth	,,	179
Scales	,,	6
Typewriters	,,	2
Canned Fruits	Doz.	43
,, Sardines	,,	1,940
,, Vegetables	,,	198
,, Goods, Unclassed	,,	522
Coffee, in Tins	,,	250
Files, Steel	Doz.	4,000
Milk, Malted	,,	73
Underwear, Cotton	,,	156
Glass, Window, Coloured	Boxes.	12
Shoes	Pairs.	1,944
Cigarettes	Mille	2,050
Cigars	,,	3
Tiles	,,	17
Oil, Lubricating, Mineral	Galls.	8,429
Rum (for Cigarette Making)	,,	11,018
Dyes, Aniline Pkgs. 155	Hk Tls.	13,687
Infants' Food	,,	2,482
Machinery	,,	33,300
Timber:		
Silver Bars	,,	1,640,032

PRESIDENT MONROE.

February 10.

To Manila.

Silk, Raw, not Re-reeled & not Steam Filature:		
White, other Ports Bls. 4	Pls.	3.20
Silk Piece Goods	,,	5.33
,, Pongees, Shanghai	,,	2.09
Beans	,,	597
Cotton Socks	,,	2
,, Towels	,,	22
Groundnuts, Shelled	,,	155
Lard	,,	615
Nankeens	,,	83
Oil, Groundnut	,,	775
Seed, Melon	,,	105
,, Seasmum	,,	23
Cotton Handkerchiefs	Doz.	1,200
Eggs, Fresh	*Mille*	23
Cotton Sheetings, Grey	Pcs.	5,900
,, Shirtings, White	,,	200
Mats, Rush	,,	200
Leather Trunks	,,	44

To White Hall.

Silk Cocoons, Domestic, Pierced:		
Shanghai Bls. 8	Pls.	23.98

To Boston.

Skins, Goat, Untanned	Pls.	255

To New York.

Antimony Regulus	Pls.	7,812
Bristles	,,	172
Egg Albumen, Dried	,,	96
Feathers,	,,	19
Intestines, Pigs', Salted	,,	26
Carpets	Hk. Tls	1,281

WEST SEQUANA, Feb. 14.

From U. S. A.

Iron, Galvanized:		
Wire Rope	Pls.	181
Paper, Unclassed	,,	1,503
Oil, Kerosene, in Cases	Galls.	350,130
Turpentine, Mineral	,,	1,600

GOSHU MARU, February 14.

From Canada.

Wheat	Pls.	105,555

From U. S. A.

Timber:		
Hardwood Logs	Sup ft.	67,386

INDEPENDENCE, Feb. 17.

from U. S. A.

Machines, Sewing	Pcs.	50
Typewriters	,,	18
Cotton, Raw Bls. 5	Pls.	18
Leadfoil and Tinfoil, Mixture	,,	376
Carbon, Black	,,	316
Flour, Corn	,,	115
Glucose	,,	37
Paper, Unclassed	,,	3,414
Starch	,,	32
Soda, Silicate of	,,	190
Tobacco, Leaf	,,	7,152
,, Stem	,,	127
Twine	,,	7
Oil, Lubricating	Galls.	10,244

EMPRESS OF RUSSIA.

February, 18.

To Vancouver.

Tea, Black, other Kinds, Kiukiang	Pls.	46
Almonds	,,	5
Egg, Whole Moist and Frozen	,,	168
Walnuts, Shelled	,,	233
Carpets	Hk. Tls.	3,627

To Toronto,

Carpets	Hk. Tls.	1,157

To Montreal.

Chinaware	Pls.	4
Carpets	Hk. Tls.	342

To Winnipeg.

Carpets	Hk. Tls.	3,375

To Seattle.

Carpets	Hk. Tls.	151

To Philadelphia.

Horse Tails	Pls.	38
Skins, Goat, Untanned	,,	418

To Reading, Pa.

Silk, Raw Steam Filature: White, Shanghai Bls. 5	Pls.	5.01

To Boston.

Walnuts, Shelled	Pls.	50

To Chicago.

Silk, Raw Filature: Wild, other Ports Bls. 100	,,	101.26

To Detroit.

Tea, Dust, other Ports.	,,	564

To South Manchester.

Silk, Raw, Steam Filature: White, Shanghai Bls. 2	Pls.	2

To New York.

Silk, Raw, Steam Filature: White, Shanghai Bls. 2	,,	2.00
Yellow, Shanghai Bls. 25	,,	25.28
Yellow other Ports Bls. 10	Pls.	10.09
Silk, Raw, Filature: Wild, other Ports Bls. 170	Pls.	172.50
Silk, Waste: Shanghai Bls. 12	,,	38.81
Silk Cocoon Strippings: Shanghai Bls. 16	Pls.	48.86
Silk Piece Goods	,,	2.81
,, Pongees, Honan	,,	17.28
Hog Casings, Salted	,,	10
Horse Tails	,,	60
Walnuts, Shelled	,,	50
Hats, Straw	Pcs.	10,390
Skins, Fox	,,	245
,, Weasel, with Tails, Untanned	,,	5,000

Weekly Cotton Market Report

By J. Spunt & Co.

China Cotton:—Our market during the past week has been rather quiet and whatever business has been reported was effected more on a speculative basis than otherwise; prices however ruled higher by about half a tael per picul than the level last recorded and the tendency at the close is more toward continued steadiness than firmness.

The prospects for the local yarn market are assuming a brighter phase and as there is apparently a diminution of stocks of cotton in spinners hands it would seem profitable to take advantage of present ruling rates, in that the general demand which will eventually arise will enhance the value of locally available raw material both domestic and foreign origin and consumers may have reason to regret having lost the opportunity of replenishing for current needs or providing for future requirements at present rates which may be considered favourable and of which supplies are as yet obtainable,

In view of the foregoing therefore, the probabilities tend to indicate higher rates and particularly so should the expecatant great demand for yarn materialise in the interim.

Yarn:—The market has been quite firm during the past week and prices advanced from two to three taels as compared with last week's level. Some 10,000 to 11,000 bales of local spinnings have changed hands for export to Kiangse, Hankow, Canton, Swatow, Newchwang, Wuhu, Szechuen and other interior ports. As to the future course of the market, we are of the opinion that it inclines more to a bullish than a bearish direction.

Liverpool:—

American-Middling	7.64
American-Middling last reported	7.71
Tone of the market, *Steady.*	

Indian Market:—

Fully Good Bengal, March	273
Fine Oomra, March	288
Fully Good Broach, A./M.	295
Tone of the market—*Firm.*	

New York Market:—

Price of Mid-Amer.	14.00 Spot.
	13.79 Mar.
	13.97 May.
	14.13 July.
	14.28 Oct.
	14.29 Dec.
Tone of the market:—	*Steady.*

Shanghai Market:—

	Tls.
Tungchow, spot ex wharf	31.80
Shanghai, Spot	31.00
M. Ginned Spot	31.50
Shensi, No. 1 Spot	32.75
Ningpo, Spot, Ex wharf.	30.80
Tone of the market—*Firm.*	

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differences in the Kuomintang, declared that there is nothing serious in the differences and that mset of the reports regarding differences are propaganda spread by enemies; reported that Canton will hold a mass meeting also urging Wang Ching-wei to return—Sir Miles Lampson and Wellington Koo hold further conversations on the subject of the British Concession at Tientsin and special Chinese committee composed of Chung King-ko and Tao Tso-chien appointed to investigate--Japanese, British and American consuls at Nanking reported to have advised their nationals to go to Shanghai for safety owing to the imminence of fighting—Wang Ching-chi, Minister to Belgium is reported to have told the Waichiaopu that the Belgian Government will not definitely decide upon the treaty with China until the negotiations between China and Japan have been concluded—Waichiaopu telegraphs Chinese Consul at Singapore instructing him to lodge strong protest with British authorities over the recent police shooting of students—Peking Government completely bankrupt the only available money, $1,800,000 in customs surtaxes at Shanghai having been seized by Gen. Chang Chung-chang and used for military purposes—Chang Chung-chang demands that Shantung salt merchants advance him immediately the sum of $2,000.000, but salt merchants ask for more time—Nineteen Russians and 43 Chinese Kuomintang merchants arrested at Nanking have been taken to Tsinanfu—Native police and volunteers at Soochow stationed on walls to prevent entrance of retreating Shantung troops—Following the capture of Chengchow in Honan by Fengtien, an attempt is being made to form a new Cabinet under Liang Shih-yi, but Liang delays action owing to the financial stringency—Rumored that Diplomatic Body is contemplating the abolition of the Salt Gabelle and merging the salt collection with the Customs Administration—Chang Chung-chang reported back in Pengpu where he is conferring with Gen. Hsu Kun on Anhwei situation; reported that Gen. Chang will do his best to hold Nanking and same time will try to invade Anhwei to Hofei the Cantonese concentration point.

March 21—Toho report stated Chinese salt inspector Hangchow Province ordered close office and hand over to provincial officials; Chinese inspector already departed—Gen. Chang Chung-chang arrives Nanking assuming command troops in place of Gen. Chu Yu-puh who ordered to command forces at Tangtu, Anhwei which menaced by Nationalists—Gen. Chang Hsueh-liang arrives at Peking and immediately goes into conference with his father, Chang Tso-ling regarding Honan situation—Northern troops evacuate Wusih leaving city controlled by local volunteers—Telegraphic communication between Shanghai and Soochow and Nanking broken off—Marshal Sun Chuan-fang leaves Nanking for Northern Kiangsu—Northerners dig trenches at Changchow to oppose advancing Nationalists—Gen. Hsu Peng, appointed civil governor of Anhwei by Chang Chung-chang assumed office at Pengpu—Northern troops formerly under Chow Yin-ren in Anhwei which were defeated by Cantonese in Anhwei and Chekiang retreat to Shanghai and escape by means of seizing boats—Chinese Journlists Association formed in Shanghai—*Toho* Agency erports that Peking Government taking steps to 'chastise' Sir Francis Aglen owing to his having ordered payment of £400,000 toward the redemption of the German loan out of the sinking fund for the domestic loans under the Customs, causing domestic loans to slump; claimed Aglen took the action after he had been dismissed from office by Peking Cabinet—Some 3,000 troops under Bei Bao-san which retreated from Ishing front and stationed several days at Chinkiang finally evacuated to Northern Kiangsu—Chinese farmers at Kiukiang assault members of Labor Union causing military to declare martial law—Shantung troops at Nanking suddenly raid Nanking University, American Mission school and National Southeastern University, government institution and arrest 20 students who were immediately executed as alleged communists—Nationalists troops occupy Sungkiang and Minghong near Shanghai, as a result which fight develops between Northerners and Nationalists near Minghong, the Northerners trying to cover retreat of the Shantung troops from Sungkiang—Gen. Pih Shou-tseng still undecided whether fight or surrender, reported that negotiations for surrender broke down owing to Admiral-General Pih's demands that he be stationed on Shanghai-Nanking Railway at Wusih, Changchow and Chinkiang—Foreign forces Shanghai completely mobilize owing fear trouble as result clash on boundaries of Settlements—Thousands refugees entering city from surrounding districts.

March 22-23—Fengtien repairs bridge across Yellow River in Honan and traffic resumed between Peking and Chengchow—Wu Pei-fu reported in Loyang, but report unconfirmed—Fengtien troops in Honan have not advanced further than Kunghsien, but reported that advance southward will be continued upon return of Gen. Chang Hsueh-liang from Peking—Reported that British residents in Tientsin strongly opposed to changing status of Concession owing to Chinese mis-government of former German and Austrian Concessions; hitch also develops in redemption of Belgian Concession owing to refusal of Chinese Government to take over debt of $180,000 which the Belgian Concession owes to the Belgian Bank—Nationalist Government also protests over killing of Chinese by British police in Singapore—Shanghai seriously alarmed by threatened coup d'etat of armed laborers; armed laborers and Cantonese agents storm and capture five police stations in Chapei creating reign of terror; South railway station also occupied; Kuomintang soldiers in plain clothing take over Nantao and Chinese merchants both outside and inside Settlements put up Kuomintang flags; Gen. Hsu Lang-hsi, provisional commander of Southern troops assumes post in Nantao, but Hsu reported to be only temporary, pending arrival of Gen. Bei Tsung-hsi, Cantonese commander in chief; Fu Siao-en, chairman and Yuan Lu-tung, vice-chairman of Chinese Chamber at Shanghai receive telegram from Gen. Bei stating that Nationalists' sole aim is to relieve suffering of people and that lives and properties of foreigners will be protected and that merchants should carry on their businesses as usual—Chinese bankers and merchants organizations unanimously declare holiday to celebrate arrival of Cantonese—British Legation in Peking sends Basil Newton, first secretary as diplomatic agent to Hankow to deal with Nationalist Government.

Marshal Chang Tso-ling aspoints Gen. Chu Yu-puh to command Northern forces in Kiangsu and Gen. Jung Chen as chief commander of Fengtien in Honan, but Nationalists appoint Feng Yu-hsiang as commaner in chief in Honan—Japanese announce through *Toho* Agency disposition of practically thirty gunboats along China coast, on China rivers and Port Arthur—Peking report states that Kuomintang activities in Peking schools causes Fengtien authorities to arrest 23 male students and 4 girl students—Japanese land 1,500 sailors and marines at Shanghai and Americans land 1,400 Marines for the protection of their nationals—Chang Tso-ling instructs Chang Chung-chang to station Ankuochun forces on North bank of Yangtsze at Nanking—Cabinet office upon orders from Chang Tso-ling instructs Edwardes, acting Inspector General of Customs not to make any payments on the sinking fund for domestic loans without authority of Chang Tso-ling—Nanking evacuated by Shantung troops—*Toho* Agencg reports that possibility exists that Borodin, soviet Adviser to Nationalists may resign and return home—Hankow holds mass-meeting on anniversary of shooting of Chinese students by President Tuan Chi-jui's bodyguard in Peking last year—Gen. Chang Fa-kuei, Tai Chi and Nichilin, a Russian adviser at Hankow deliver speeches urging unity of Nationalists and declaring that Nationalist armies must remain subject to the Central Executive Committee—Chapei section of Shanghai continues in turmoil, many persons being killed; British casualties inclued two dead and about sixteen wounded, while one Russian and two Japanese also wounded; British Durham troops fire on Shantung troops trying to enter Settlement and according to Chinese reports kill 65 and wound many more; approximately 2,000 Shantung troops surrender and enter Settlement for internment; serious fires break out in Chapei and burn without restriction owing to inability of fire department to function; two shrapnel shells fired from armored train at North Shanghai station strike near American Marine headquarters on Sinza Road, but do no damage; bullets fall in many parts of Settlement due to fighting in Chapei; Gen. Wang Tso-tse, commander of Cantonese 5th army occupies Kiangwan; Dr. Chen Yu-hsiu, Shanghai lawyer appointed chief of local Chinese Court at Shanghai; Gen. Bei Tsung-chi, Cantonese commander in Chief arrives and assumes office and interviews heads of Chamber of Commerce; Consular officials call on Bei regarding local problems; Chinese Commerce chamber at Shanghai wires Chiang Kai-shek at Kiukiang to permit Gen. Bei to remain here—*Toho* Agency reports that Chang Tso-ling will withdraw Ankuochun forces to Hsuchowfu and also will not attempt to advance further into Honan, attempting to hold position; Chang also decides not to withdraw forces from Kirin and Heilungkiang for the present owing to precarious situation in South.

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